Downtown Streetscape Assessment & Standards

Sioux Falls, South Dakota

July 8, 2014

Project # 13045SF

CONFLUENCE

DTSF DOWNTOWN SIOUX FALLS

City of Sioux Falls Community Development

City of Sioux Falls Parks & Recreation Enjoy the Experience

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Table of Contents

Acknowledgements

- City of Sioux Falls Public Works
- City of Sioux Falls Community Development
- City of Sioux Falls Parks & Recreation Department
- City of Sioux Falls Planning Department
- Downtown Sioux Falls (DTSF)

References to prior studies

- Downtown Tree Management Plan (February 2010) - City of Sioux Falls Parks and Recreation
- Transit System Analysis (September 2012) - Sioux Area Metro
  Performed by URS

Resources

- 2015 Downtown Plan: A Vision for our Future (2001) - City of Sioux Falls
- Engineering Design Standards Manual
  Chapter 8: Street Design and Pavement Thickness
- “Cities for People”
  Written by Jan Gehl
- “Walkable City” - 10 Keys Steps
  Written by Jeff Speck
- Purdue Extension FNR-473-W
  Lindsey Purcell, Urban Forestry Specialist
  Purdue University Department of Forestry & Natural Resources

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Map 1.0 - Study Boundary in comparison to Business Improvement District Boundary

1.0

Purpose of this plan

To continue the vision and shape the future of Downtown Sioux Falls, this plan's intent is to provide the City of Sioux Falls with a streetscape assessment and a basis to create future planning standards for the public Right-of-Way within the downtown area. This area is illustrated on Map 1.0 (Approximately 52 blocks total).

In order to provide a cohesive vision for the downtown, there is a need for standards to set a level of quality and investment.

Key Goals

Goal 1: Quantify and document existing streetscape components

Goal 2: Identify immediate maintenance needs

Goal 3: Provide groundwork for the establishment of Downtown Streetscape Design Standards

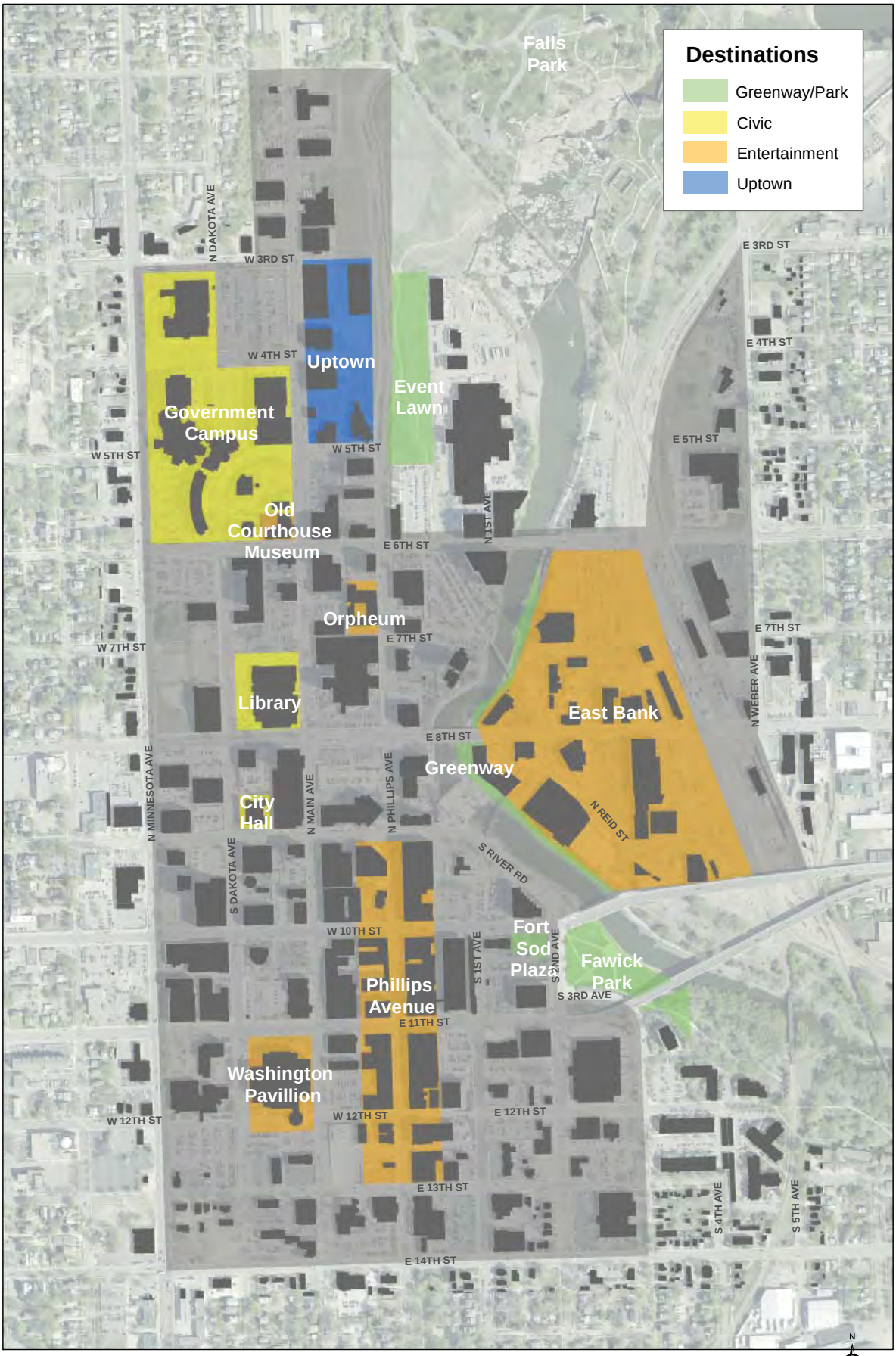
Goal 4: Develop/organize streetscape maintenance and planning responsibilities

Goal 5: Identify future streetscape projects

2.0

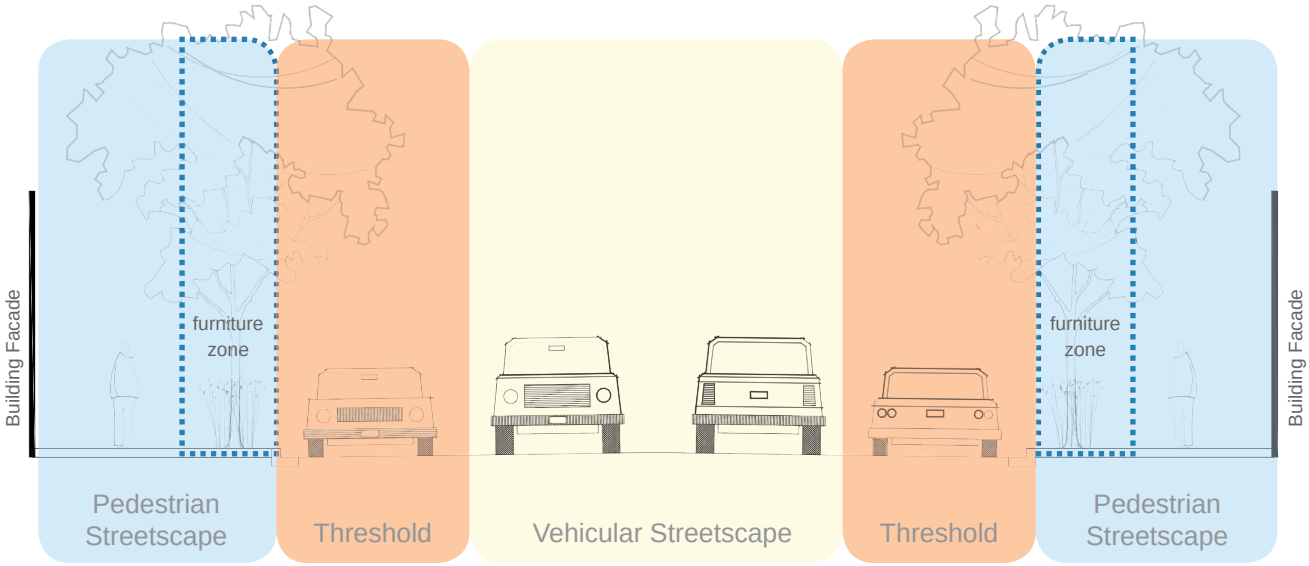
Streetscape Components - Inventory

Streetscape components encompass all of the different elements that make up a street. These elements help to provide a certain experience or feeling for people when using a street.



Map 2.0 - Key Destination Areas in Downtown

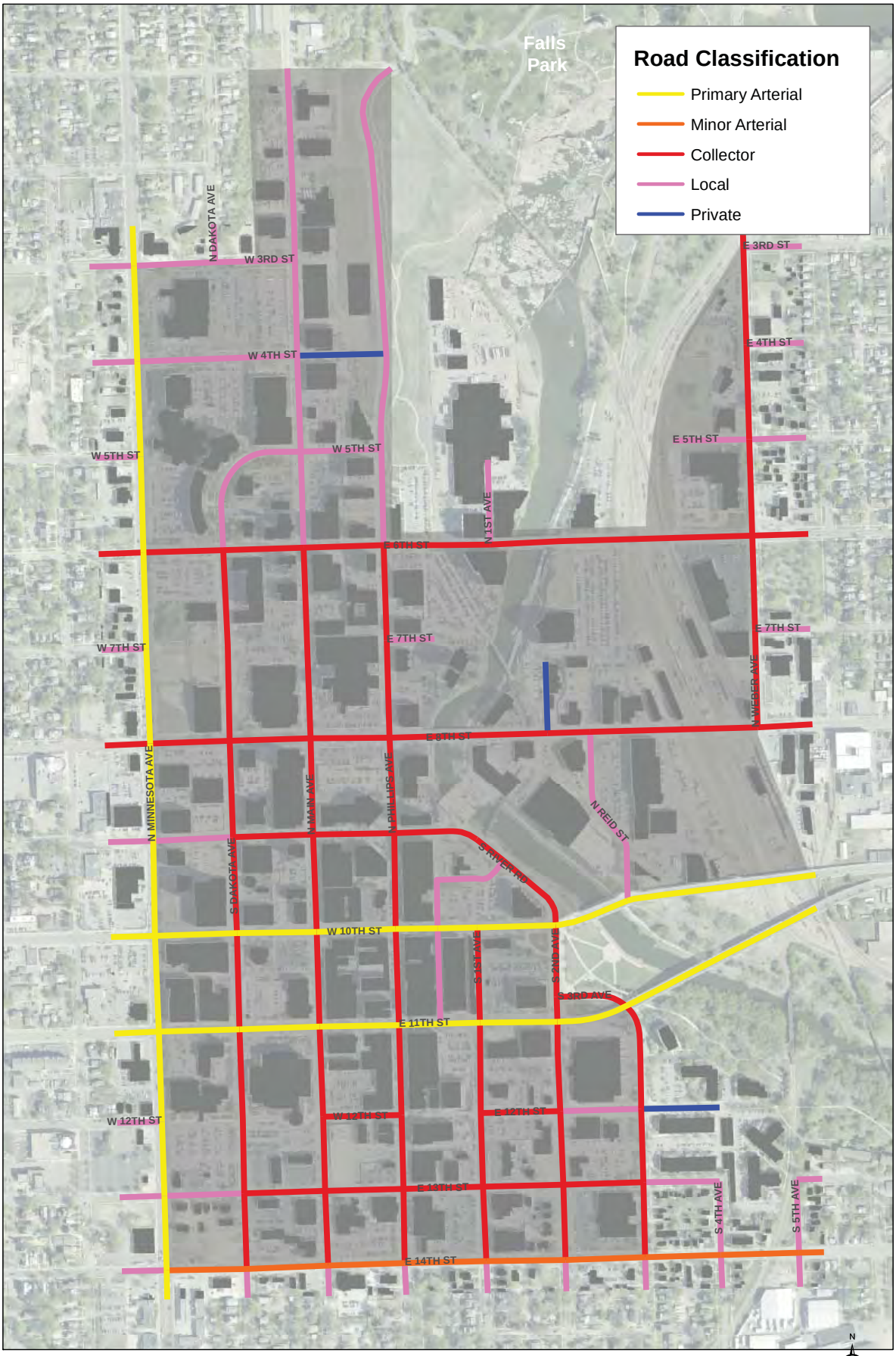
Definition



Vehicular Streetscape
- Road Classifications
- Bus Routes and Stops
- Trolley and Stops

Threshold
- On Street Parking and Bike Facilities
- Pedestrian Bumpouts
- Outdoor Dining

Pedestrian Streetscape
- Sidewalk Space
- Corners/Intersections
- Gateway Elements
- Piers
- Historic Markers
- Banners
- Public Art
- Recreation (Bike Trail Connections, etc)
- Street Trees
- Planters
- Receptacles
- Bike Racks
- Parking Meters
- Lighting
- Benches



Map 2.1 - City Road Classification

Road Classification

Primary Arterial

- Serves Regional Traffic
- Anticipated traffic volumes exceed 15,000/day
- Speed limits greater than 40 MPH
- Accommodates through traffic, intersecting with Minor Arterial streets and Collectors only
- Traffic control by signal

Examples: Minnesota Avenue, 10th Street, & 11th Street

11th Street

Minor Arterial

- Serves through traffic, access carefully controlled
- Roadway of community importance
- Anticipated traffic volumes exceed 10,000/day
- Speed limits greater than 35 MPH
- Intersections with local streets not allowed
- Traffic control by signal

Example: 14th Street

14th Street

Collector

- Moves traffic from local roads to arterials
- Traffic Volumes of generally less than 5,000/day
- Speed limits posted 25-30 or greater
- Generally serves predominantly multi-family residential, commercial, and/or industrial uses
- Right of way between 66’ and 80’
- Traffic Control generally by sign
- On-street parking allowed

Examples: 8th Street, 6th Street, Main Ave, Dakota Ave

8th Street

Local

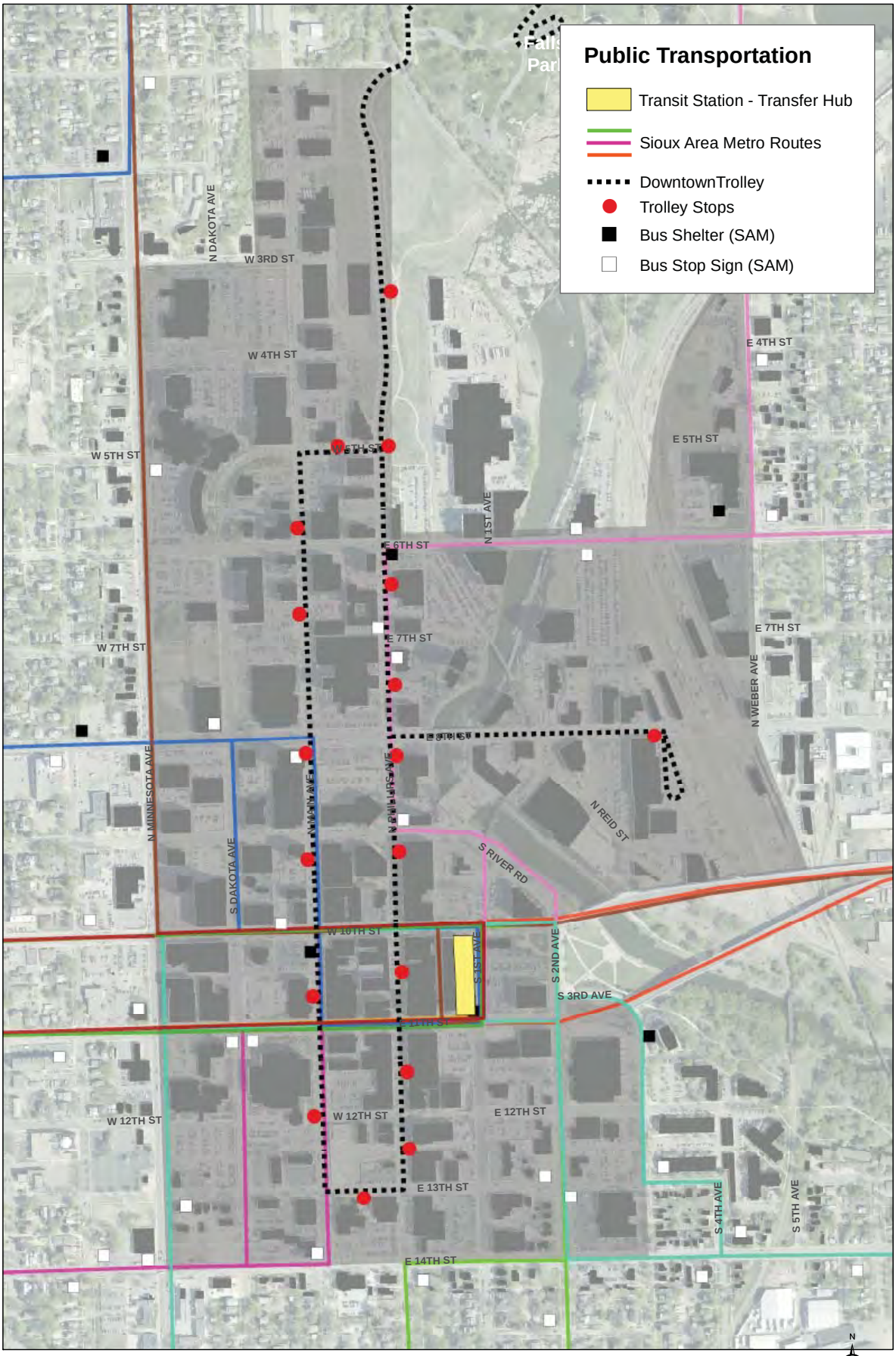
- Speed limits posted not in excess of 25 MPH
- Right of way is generally 60’
- Traffic Control is generally by signage
- On-street parking permitted

Example: 5th Street

Local Street

Private

- Maintained by private ownership
- Characteristics are site specific



Map 2.2 - Existing Sioux Area Metro Routes and Stops; Trolley Route & Stops

Public Transportation

Highly Productive Bus Routes

Of the twelve fixed service routes, a few of the highest productivity routes serve the downtown area. According to the Transit System Analysis - Grid Work Alternatives Report, the five most productive routes in terms of daily riders per revenue mile travel through downtown:

- Route 4
- Route 6
- Route 7
- Route 5
- Route 3

Among these Sioux Area Metro Routes, the trolley is a special free service in the downtown. This service is currently marked with Trolley Stop Signs and appear about every block and a half.

Downtown Trolley

Transit Center - Transfer Hub

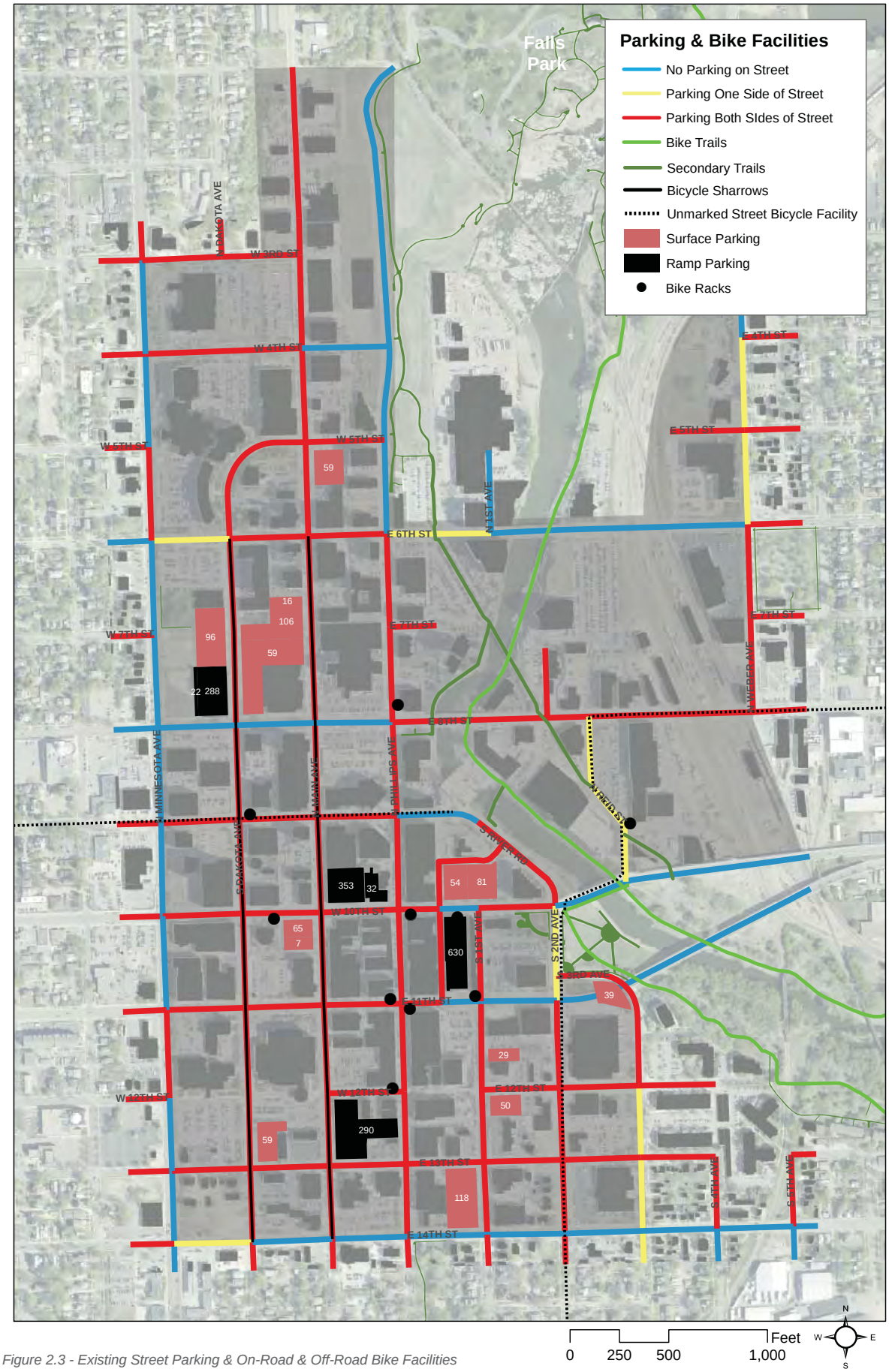


Figure 2.3 - Existing Street Parking & On-Road & Off-Road Bike Facilities

Parking & Bike Facilities

Recently, Sioux Falls has made a great effort to increase bicycle activity and provide easily accessible downtown parking.

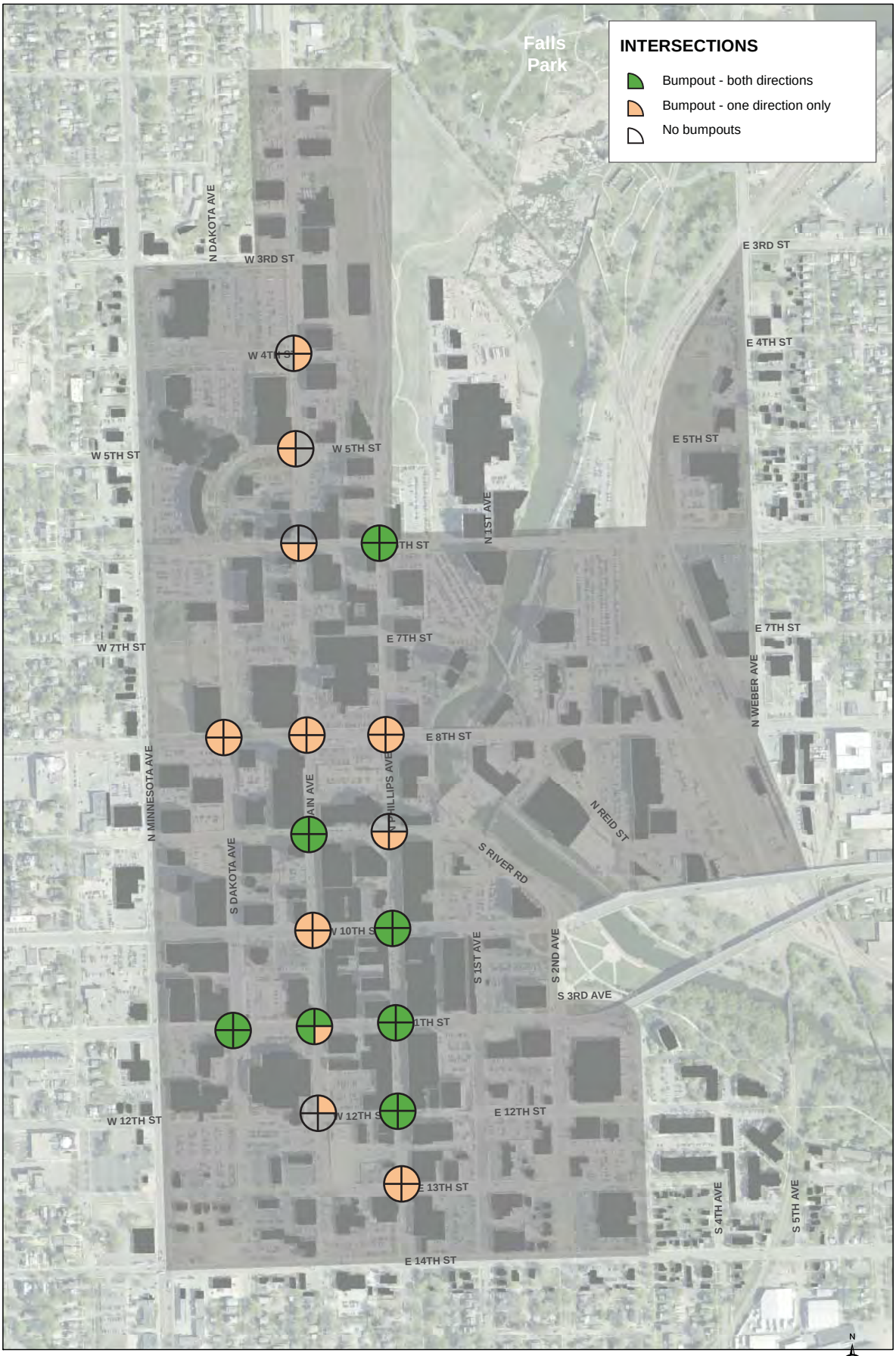
Bike sharrows have been added to both Main Avenue and Dakota Avenue. Bike parking has been included with recent streetscape redevelopment projects and private developers have been adding parking as well. Additional bike racks have been requested, especially at mid-block locations where bikes can be frequently found locked to metal planter rails. The Downtown River Greenway project has provided accessible bike trail access at Sixth Street and Eighth Streets and these access points have been identified with signage.

Surface parking is still present through downtown but is likely to reduce over time as redevelopment continues and property values increase. Many surface parking lots are paved immediately adjacent to the right-of-way creating an unpleasing view and uncomfortable experience for pedestrians. An increase in parking structures over the past several years has helped increase urban development density, however no parking structures in the study area have incorporated street level storefront to engage the pedestrian and increase streetscape activity.

Sharrows on Dakota Avenue

Surface Parking lot at 10th Street & Main Avenue

Parking Ramp near Washington Pavilion



Map 2.4 - Intersection Corners - Bumpouts

Pedestrian Streetscape

Sidewalk Space

For the purpose of this study, the pedestrian streetscape widths were measured and generalized into two categories. Category 1 refers to pedestrian streetscapes with less than 10’ 0” of space and are not capable of hosting street trees. 10’ 0” was the width that Category 2 refers to pedestrian streetscape that had trees or are capable of hosting trees with soil volume improvement. Most sidewalks downtown are approximately 12’ wide with the exception of areas of width reduction to accommodate turn lanes.

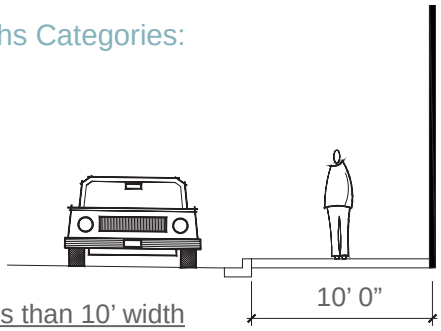
Corners/Intersections

Corners are crucial to downtowns and the way pedestrians navigate. It is also important to consider bumpouts at crossings in the downtown area. Bumpouts help improve pedestrian visibility and reduce street crossing distances making it more safe for pedestrians. Certain intersections also have the opportunity to host pedestrian amenities such as bus shelters, seating areas, kiosks, landscaping for beautification of the downtown. Map 2.4 notes intersections with bumpouts at different corners. The images below reflect the existing conditions of the 10th and Main Intersection and a potential concept for the intersection providing some parking lot screening, and full directional bumpouts.

Intersection of 10th Street & Main Avenue

Potential Intersection Concept for 10th & Main

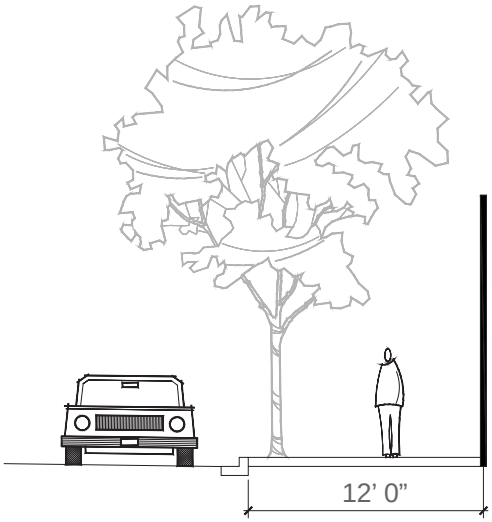
Sidewalk Widths Categories:



Category 1: Less than 10’ width

- Not capable of hosting street trees

Narrowest Identified Pedestrian Streetscape width: 5’ 0”



Category 2: Greater than 10’ width

- Has streetscape trees or capable of hosting trees with soil volume improvements

Greatest Identified Pedestrian Streetscape width: 16’ 0”

Intersection Corner Bumpouts:

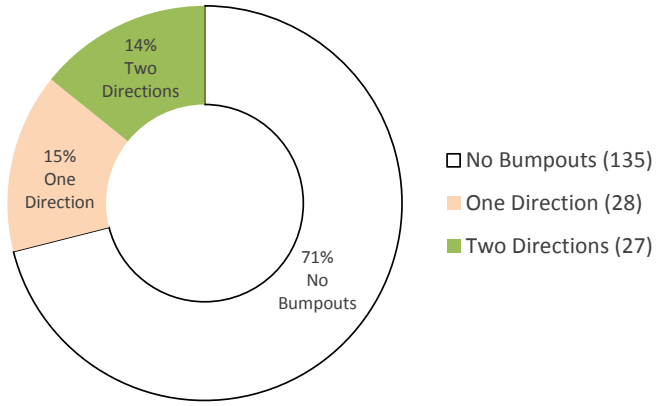


Figure 2.0 - Intersection Bumpout Breakdown (Map 2.4)

Map 2.5 - Community Identifiers

Unique Identifiers

The use of unique identifiers in the streetscape helps to shape Downtown Sioux Falls and create a unique identity and experience for residents and visitors. Listed below are some of the elements and ways that downtown Sioux Falls has created community identifiers.

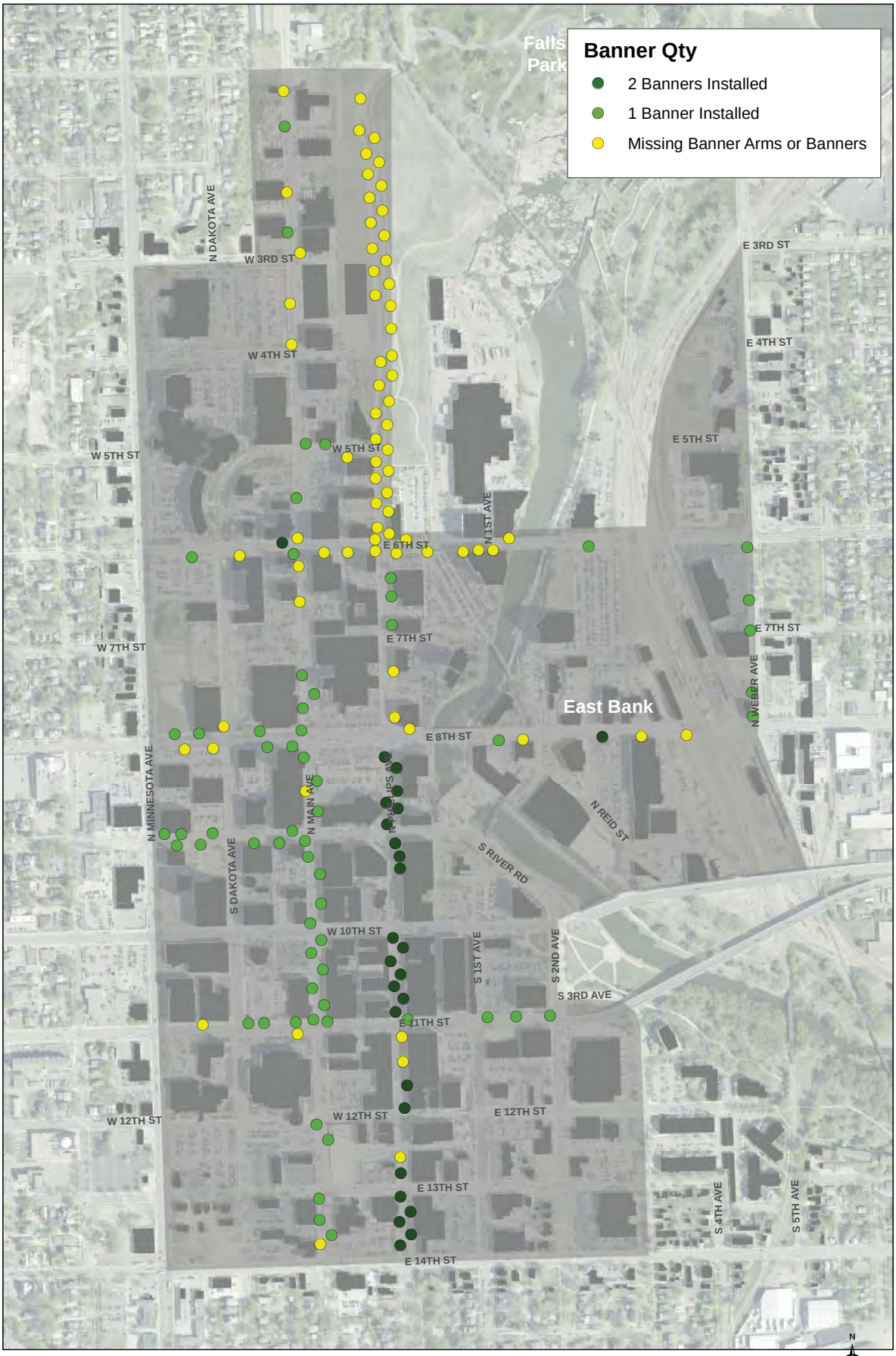
East Bank Pier

Phillips Theme Pier

Gateway Element, Downtown Identifier at 8th Street

Gateway Element, Falls Park Identifier

Pedestrian Entry Signage, Greenway



Map 2.6 - Street Light Banners

Banners

There were 778 street lights documented within the study area. Of these 778 street lights, 163 were prepped to have banners. There were many street lights with 1 and 2 banners installed, and also street lights with missing banners and/or banner arms (noted below).

Banner Mount - Retrofitted

Banner Mount - Part of Light Fixture

Total Lights with Banners/ Banner Capabilities:

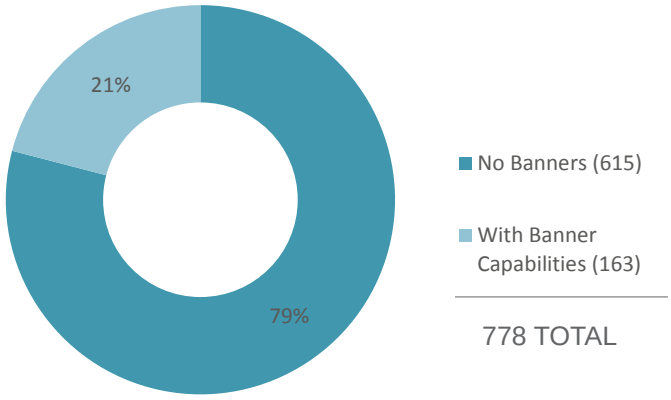


Figure 2.1 - Street Lights with Banner Capabilities Comparison

Banner Mount Type:

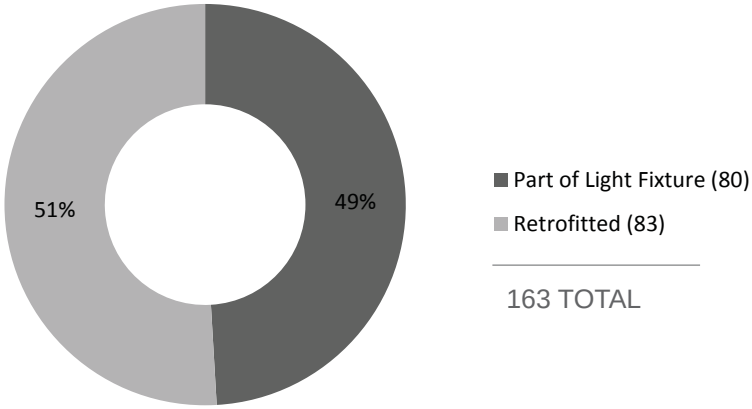


Figure 2.2 - Banner Mount Type

Overall Banner Conditions:

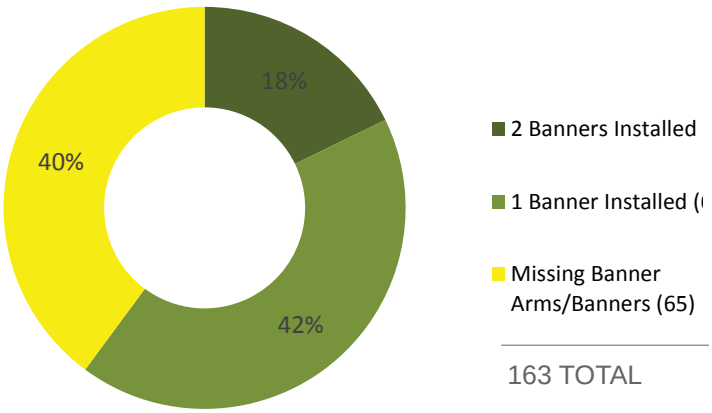


Figure 2.3 - Banner Quantities (Map 2.6)

Missing vs Broken Banners :

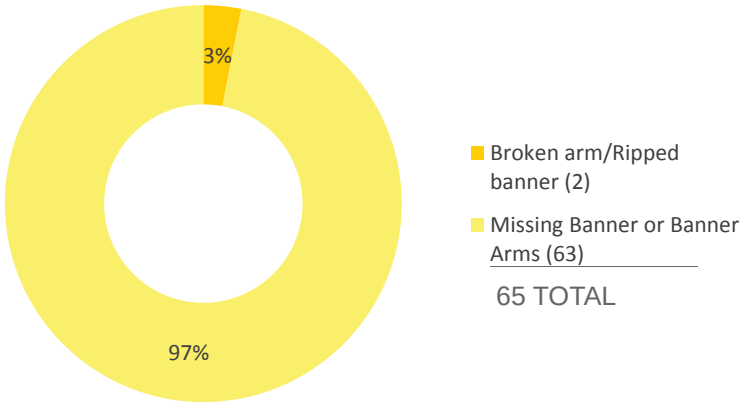
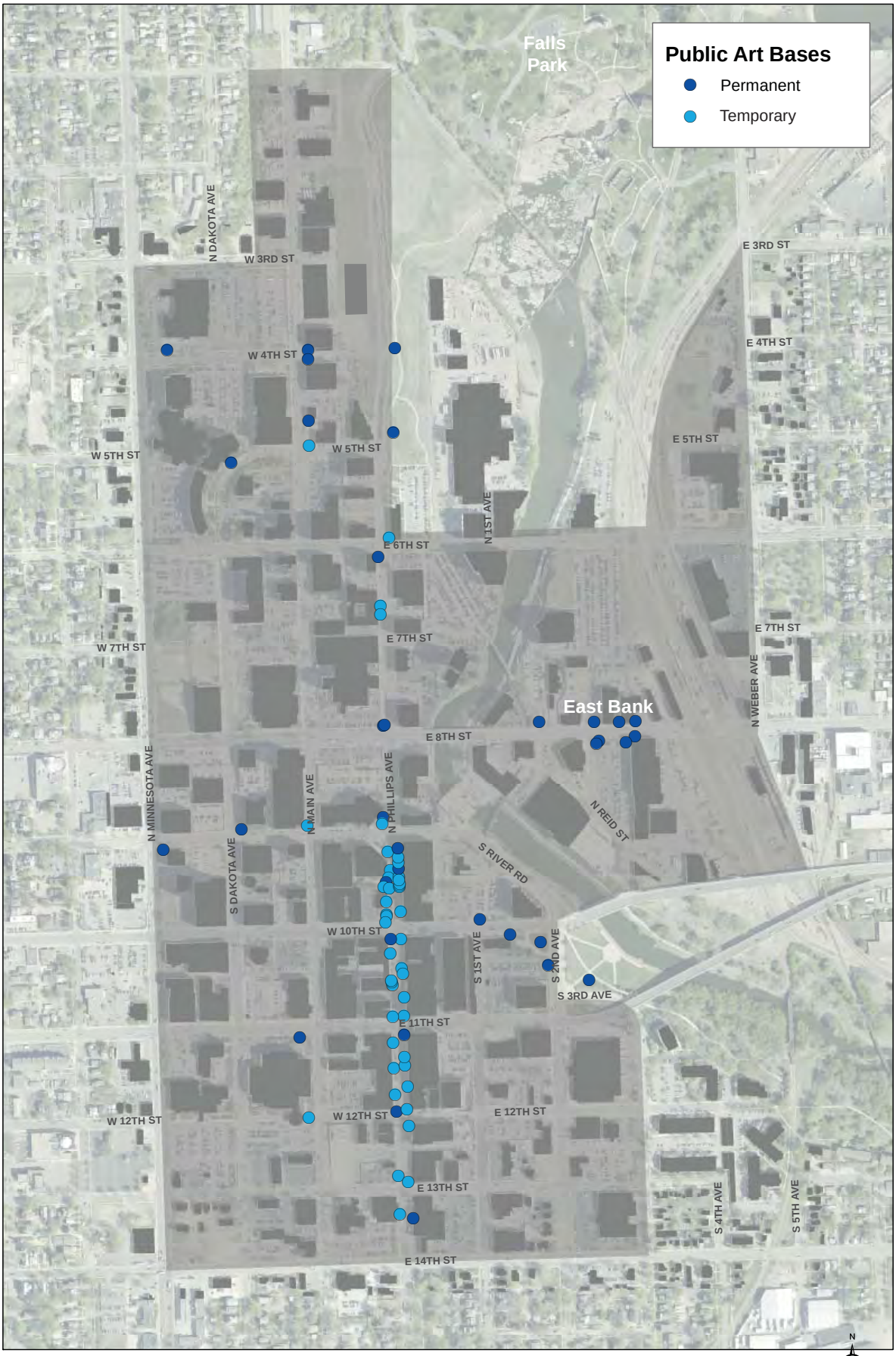


Figure 2.4 - Missing vs. Broken Banners



Map 2.7 - Public Art Inventory: Permanent vs. Movable (as of December 2013)

Public Art

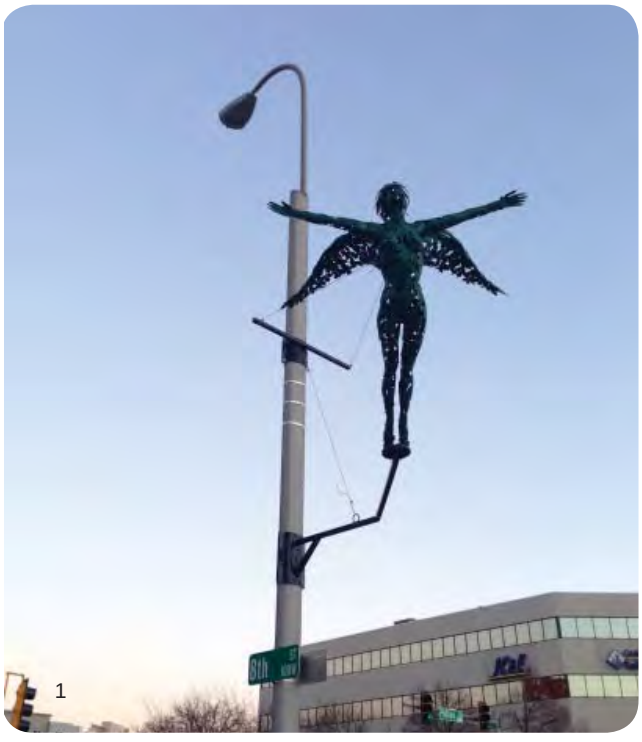
The use of public art in the streetscape celebrates artists around the world while creating an engaging experience for residents and visitors. Shown below are some current examples of how public art adds to the downtown Sioux Falls experience.

Polar Bear Sculpture (people have been seen climbing on it!)

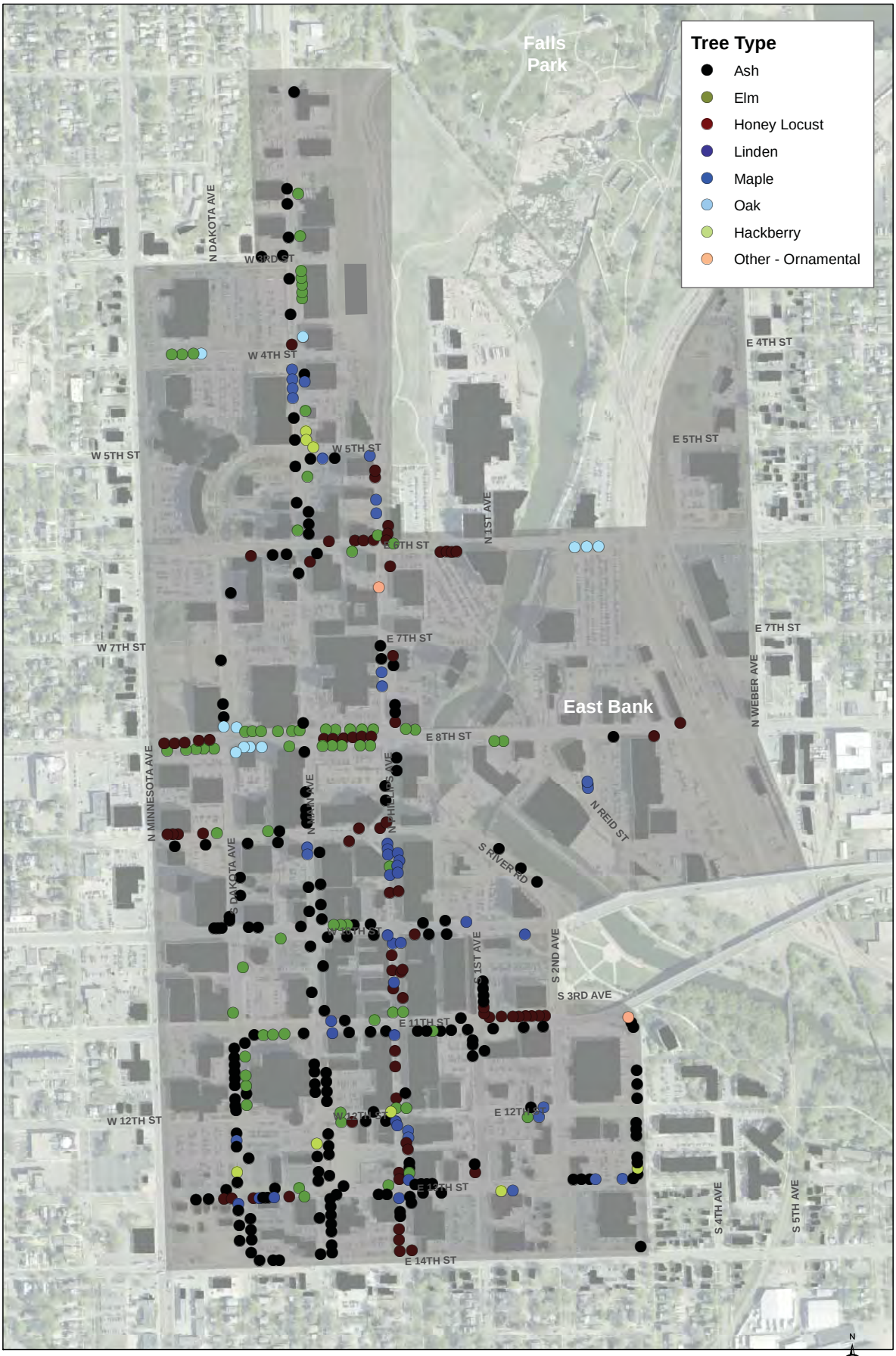
Robot Sculpture (some are interactive)

Basketball Player Sculpture

Abstract Golf Ball Sculpture



Angel Sculpture (visually striking, dressing up the light pole)



Map 2.5 - Overall Tree Types

Street Trees - Species

There were 481 dedicated street tree planting areas identified within the study area. 411 total trees were documented and individually evaluated to determine the current conditions.

Nearly half of the trees in the study area are ash trees, a species which may soon be severely impacted due to the pending arrival of the Emerald Ash Borer. Of mature trees, 13" or larger, the percentage of ash trees increases to almost three quarters. The urban forest will look significantly different if nearly 200 ash trees are lost in downtown Sioux Falls.

However, very few ash trees have been planted in the past five years, a high percentage of new trees that have been planted are cultivars of disease resistant elm trees. A handful of oak trees have been introduced and appear to be performing well where soil improvements and drainage were included.

The Downtown Tree Management Plan from 2010 identifies street trees downtown have an average lifespan of only 7-10 years. This is due to poor urban soils that are often highly compacted and impacted by construction activities. These soils often lack minimum growing requirements such as drainage, water, oxygen and nutrients. Plantings in an urban environment also frequently suffer from stress caused by reflective heat from pavement and buildings. Stressed trees are then predisposed to disease and insects.

Snow melt chemicals are also harmful to tree biology and affect trees through both salt spray and soil absorption. Some species are more tolerant to salt than others but at a high concentration salt becomes toxic to all plants.

Tree Types:

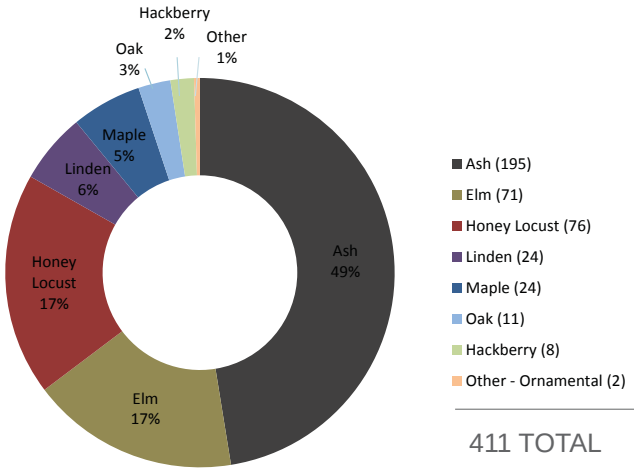


Figure 2.5 - Alive Tree Types (Map 2.5)

Tree Diameters:

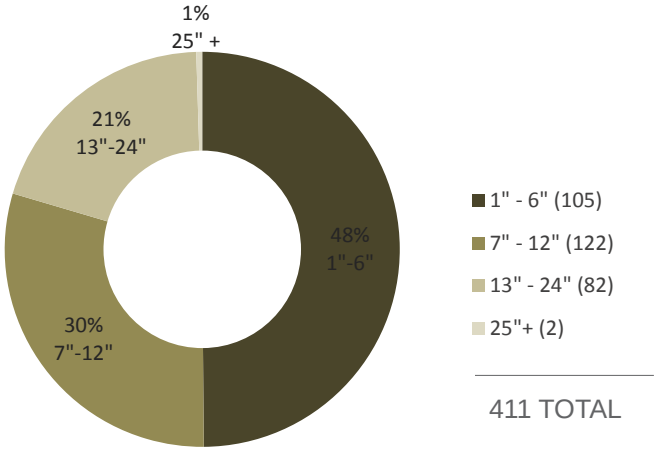


Figure 2.6 - Tree Diameters

Large Trees and Type:

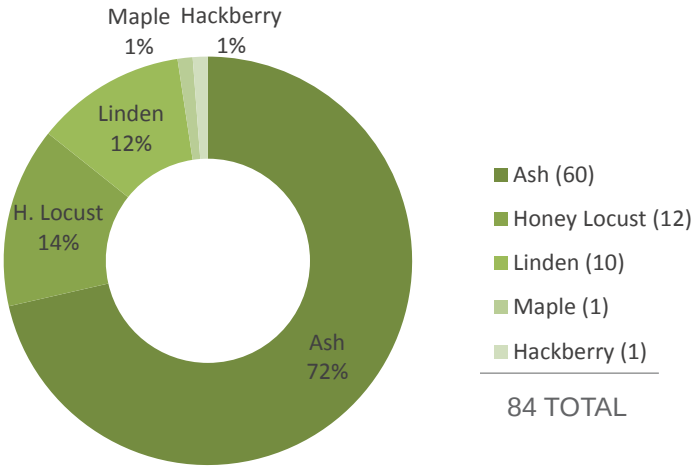
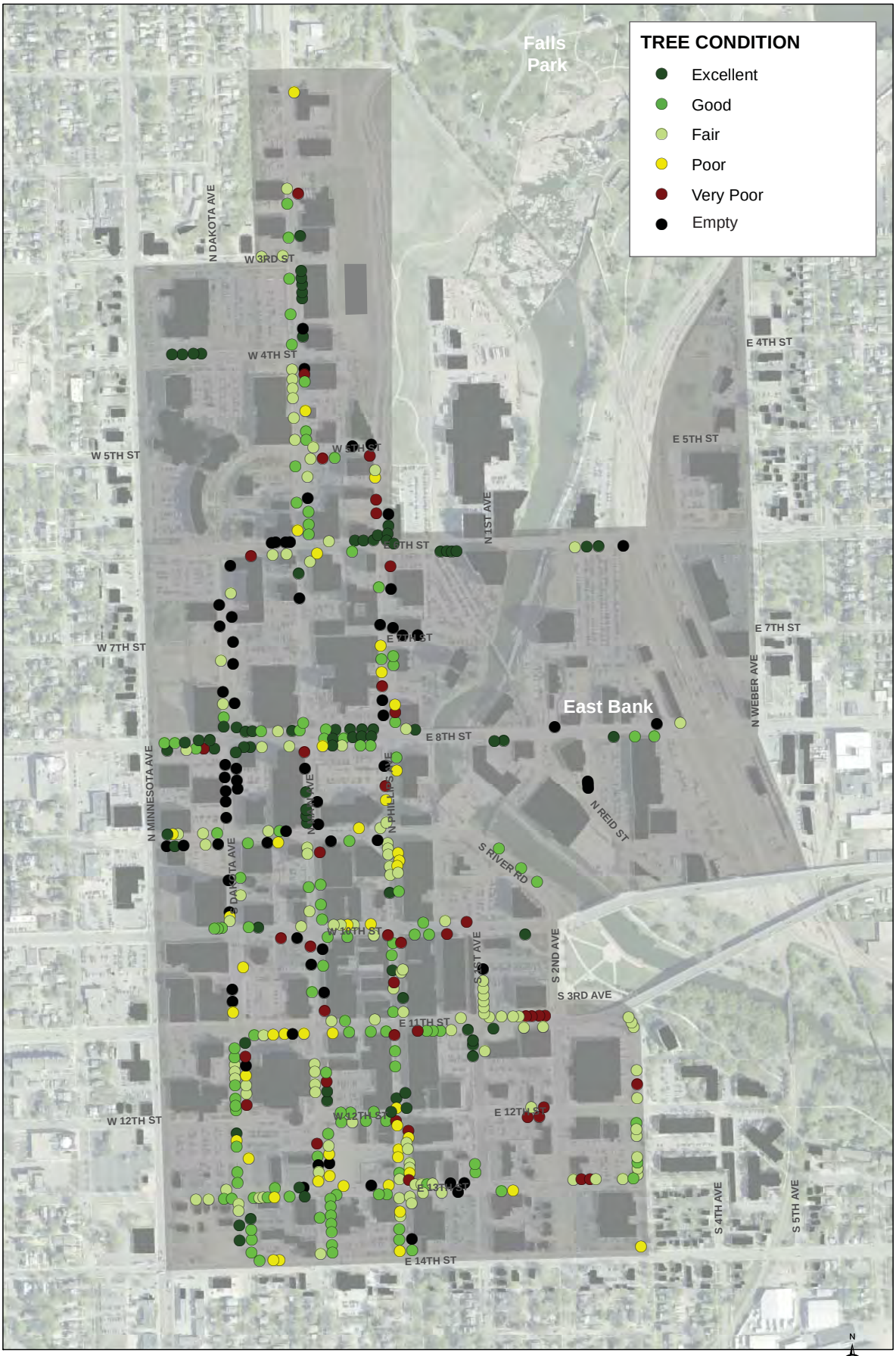


Figure 2.7 - 13" + Diameter Tree Types



Map 2.6 - Overall Tree Conditions (as of October 2013)

Street Trees - Conditions

Excellent:

Root Plate undisturbed. Perfect form, well balanced crown. Branch spacing/structure and attachments are free of any defects. Trunk is solid and undisturbed. No apparent pest problems. Shoot length on new growth is normal to exceeding. Leaf size/color is normal.

Good:

Root Plate appears normal. 10% of canopy density disturbed. Codominant stem formation, minor corrections. Minor trunk defects (less than 25% trunk bark missing) Less than half normal growth rate and minor deficiency in leaf development. Few pest issues, and controllable. Healthy growth and normal stem/branch development.

Fair:

Root Plate disturbance and dysfunctional roots may be visible. 30% of canopy density/crown disturbed. Poor symmetry. Codominant stems present, requiring moderate corrections. Evidence of trunk damage (less than 30% trunk bark missing). Obvious signs of pest problems. Decay areas found in main stem/branches.

Poor:

Root Plate disturbance and defects indicate damage. Lacking full crown, more than 50% decline. Stunted growth obvious. Leaf size and color reveal overall stress. Trunk reveals more than 50% bark missing. Severally damaged stems/branches

Very Poor:

Root Plate disturbance and defects are very apparent. More than 75% decline in crown. Stunted growth obvious. Leaf Size and color reveal overall stress. Trunk reveals more than 75% bark missing. Very severely damaged stems/branches.

Overall Tree Conditions:

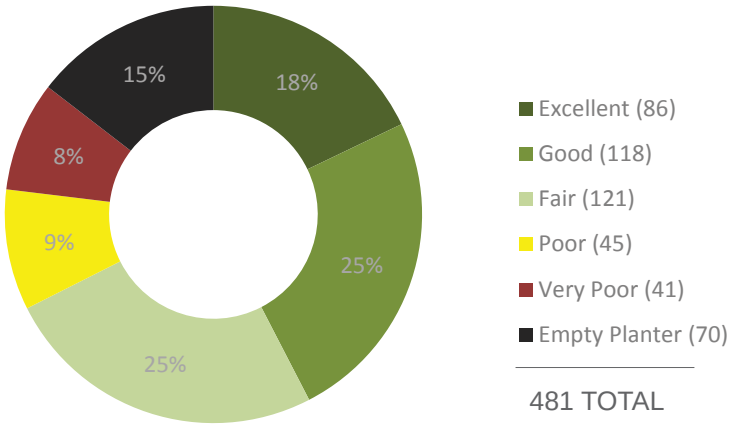


Figure 2.8 - Overall Street Tree Conditions (Map 2.6)

Poor/Very Poor Conditions:

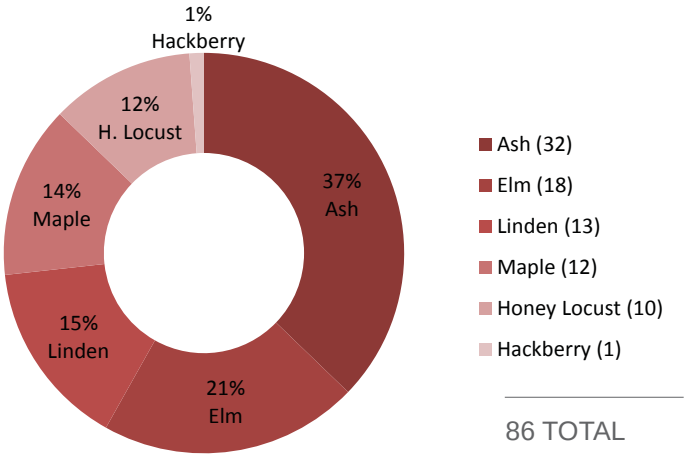


Figure 2.9 - Poor & Very Poor Conditions breakdown

Street Tree Condition Criteria Reference:

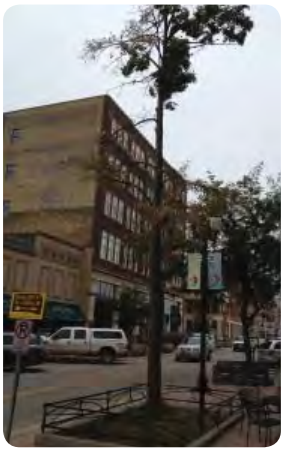
Purdue Extension FNR-473-W
Lindsey Purcell, Urban Forestry Specialist
Purdue University Department of Forestry & Natural Resources

Excellent

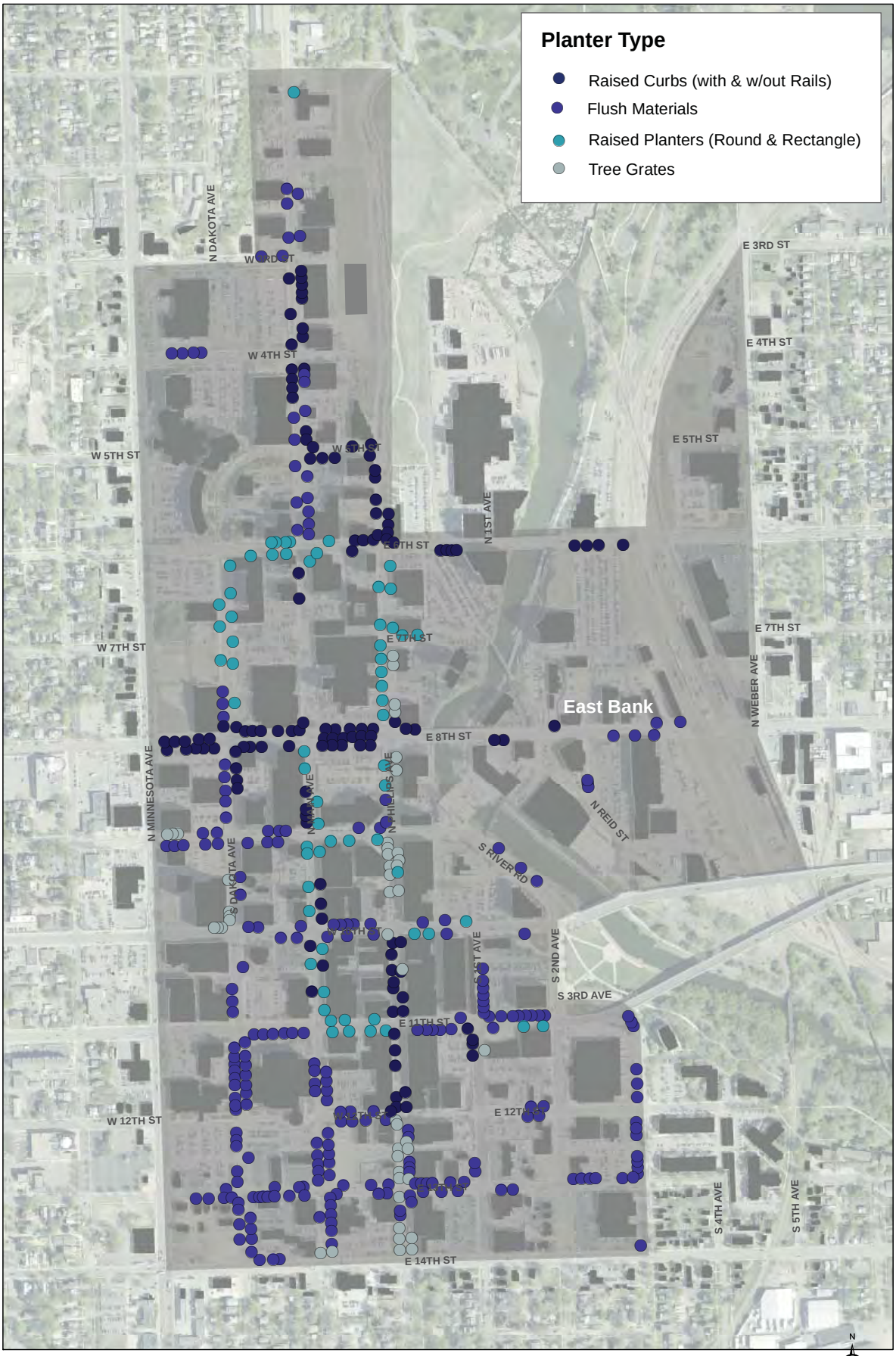
Good

Fair

Poor



Very Poor



Map 2.7 - Overall Tree Planter Types

Tree Planters

481 street tree planters were evaluated in the study area. Existing planters can be generalized into three primary categories:

Raised Concrete Planters

Raised concrete planters are remnants from urban renewal projects which began in the early 1970s. Several of the original circle shaped raised planters are still in place throughout downtown but many of the trees are large ash trees and are at the end of their life span. When one of these trees dies the large stump is nearly impossible to remove without sacrificing the planter and damaging adjacent paving. Many of these planters sit empty with only a stump and possibly some landscape mulch or landscape plantings. The Main Avenue reconstruction project in the early 2000's removed the raised circle planters and replaced them with a rectangular shape precast concrete planter. Again, many of the trees have since died but the stump remains in the planter making tree replacement nearly impossible.

At Grade Planters (Flush)

At grade planters consist of an opening in the concrete roughly 6 foot square. Many of these planters were constructed in the 1990s and early 2000s. Due to an extremely small soil volume to support growth, trees have very rarely thrived or even survived. Several tree planting pits sit empty, some with a stump that makes replacement difficult, but often the stump is 6" diameter or less due to unsuccessful tree growth. A vast majority of these tree pits have a concrete paver surface to within a few inches of the tree trunk. In instances where tree growth has been well the pavers are heaved and create a tripping hazard. In other areas the pavers have settled or deteriorated due to snow melt chemical.

Larger at Grade Planters w/Landscape & Perimeter Curb

These were first implemented in the mid 2000s with projects around the Uptown development on North Main Avenue and expanded with Phillips Avenue and Eighth Street reconstruction projects. A typical minimum size of 6'-0" x 12'-0" and excavated to a depth of three feet allows significantly more planting soil volume than a typical at grade planter. While ground surface of a planter is landscape to allow better air and water infiltration, a perimeter curb is recommended to help keep snow melt chemical from draining into the planting soil. Expanded soil volume has been incorporated on projects through the use of CU Structural Soils, other systems are available but have not been implemented locally. With larger planting areas tree stump removal and future tree replacement is easier than with other planter types. Many of these planters have metal rail installed, both for visual and tree protection purposes.

Tree Planter Types:

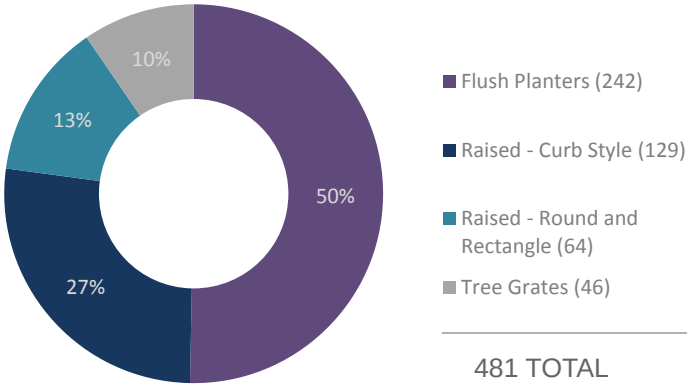


Figure 2.10 - Planter Types (Map 2.7)

Curb Planter Types:

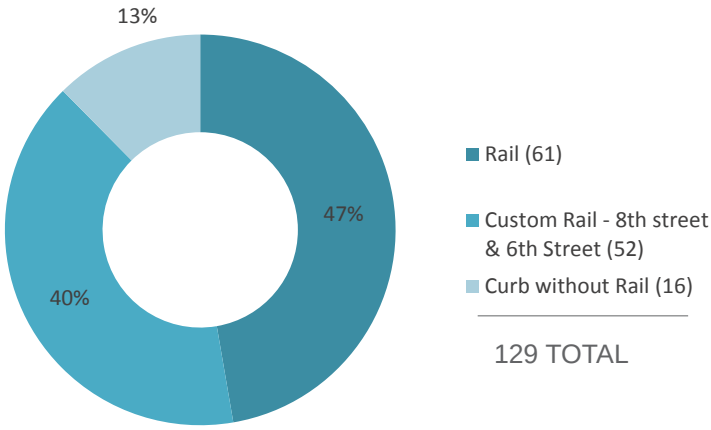


Figure 2.11 - Curb Planter Breakdown

Raised Planter Types:

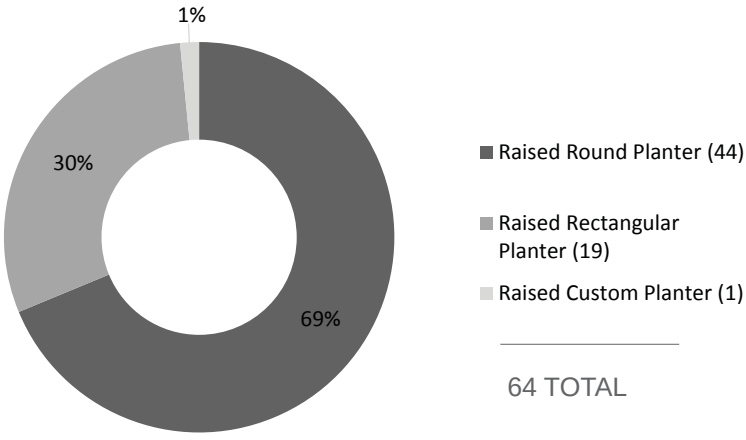
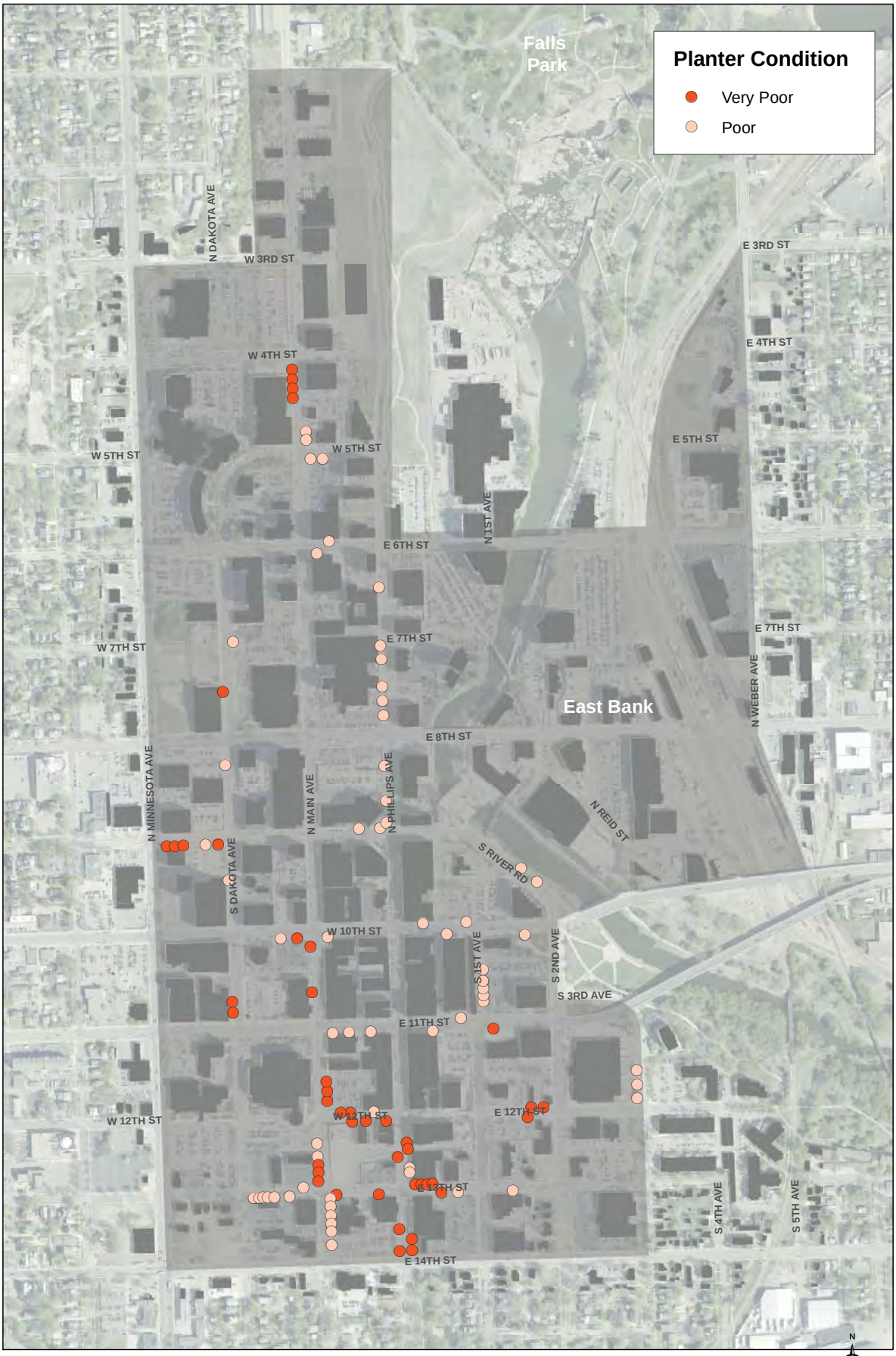


Figure 2.12 - Raised Planter Breakdown



Map 2.8 - Poor and Very Poor Tree Planter Conditions

Tree Planters

106 Planters evaluated were in poor or very poor condition.

Poor Condition Criteria:

- One area of structural damage
- Minor Safety concern
- Visual issues
- Heaving, Settling, or unlevel surface

Very Poor Condition Criteria:

- More than one area of structural damage
- Safety concern
- Visual issues
- Heaving, Settling, or unlevel surface

Poor/Very Poor Condition Planter Breakdown:

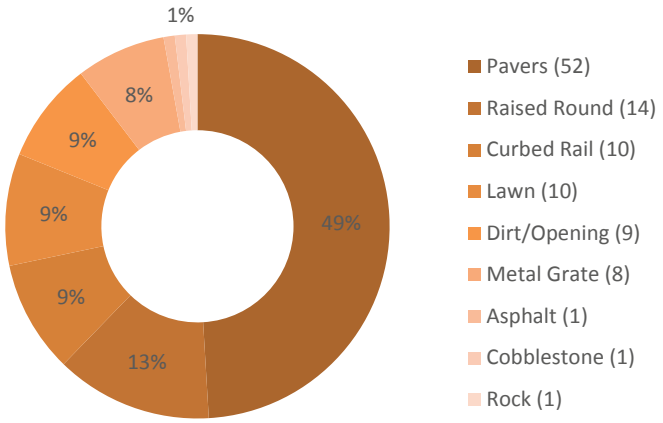


Figure 2.13 - Planter Types (Map 2.8)

Poor Condition: Raised/Round

Round Raised Planter

Very Poor Condition: Tree Grate

Tree Grate

Poor Condition: Flush/Pavers

Deteriorated Pavers

Very Poor Condition: Flush/Pavers

Deteriorated Pavers

Tree Conditions vs. Planter Type

Raised Curb Planter

Raised Curb Planters:

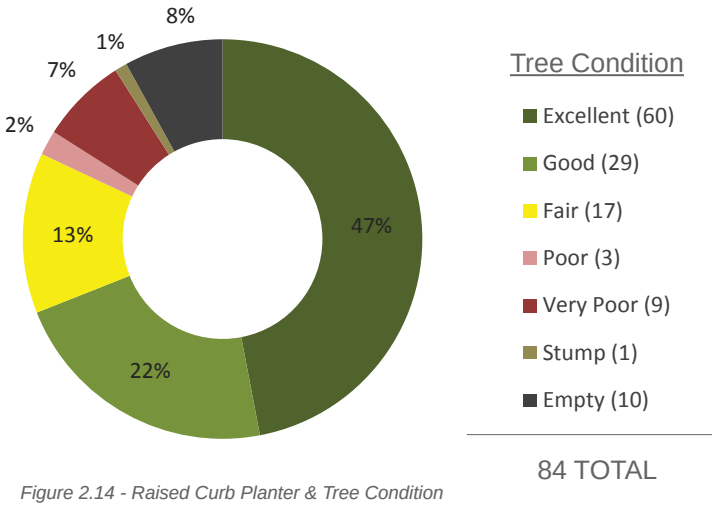


Figure 2.14 - Raised Curb Planter & Tree Condition

Raised Round Planter

Raised Round Planters:

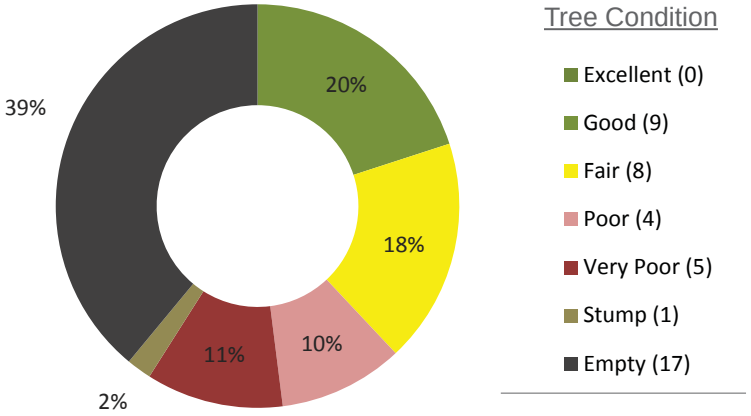


Figure 2.15 -Raised Round Planters & Tree Conditions

Raised Rectangle Planter

Raised Rectangle Planters:

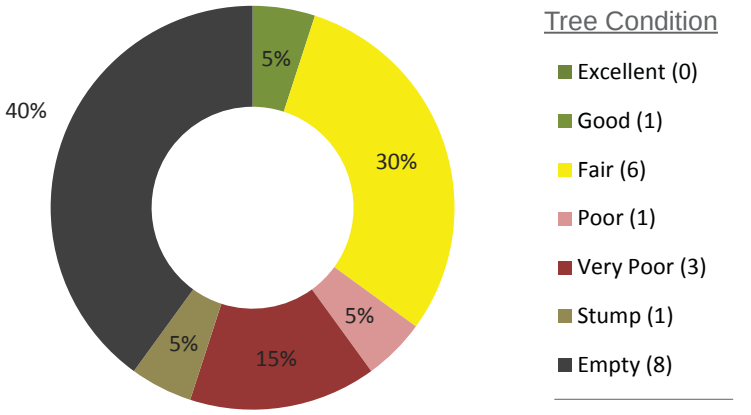
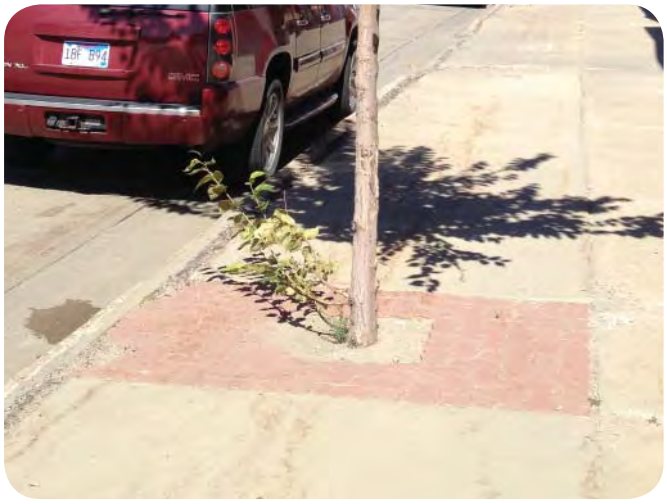


Figure 2.16 - Raised Rectangle Planters & Tree Condition

Tree Conditions vs. Planter Type

Tree Grates



Pavers & Cobblestone

Other Flush Planters: Dirt, Lawn/Turf, Mulch, Rock, Asphalt

Tree Grates:

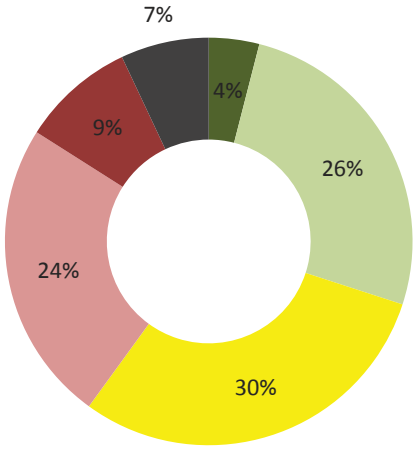


Figure 2.17 - Tree Grates & Tree Condition

Pavers/Cobblestone Planters:

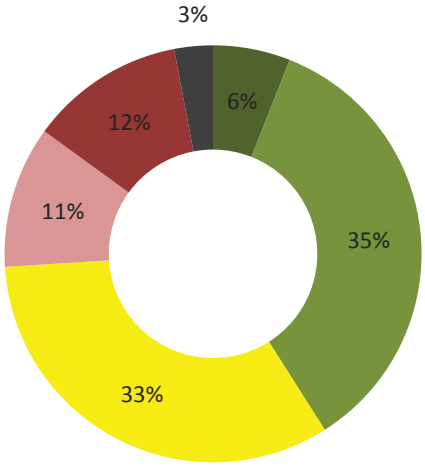


Figure 2.18 -Pavers, Cobblestone & Tree Conditions

Other Flush Planters:

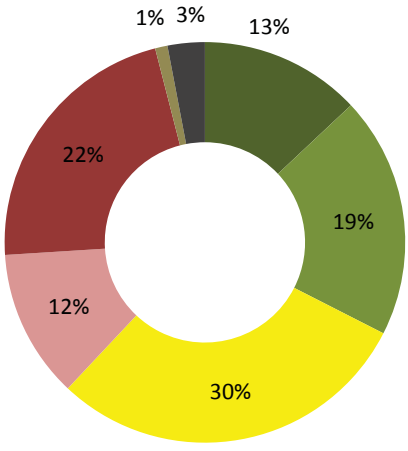
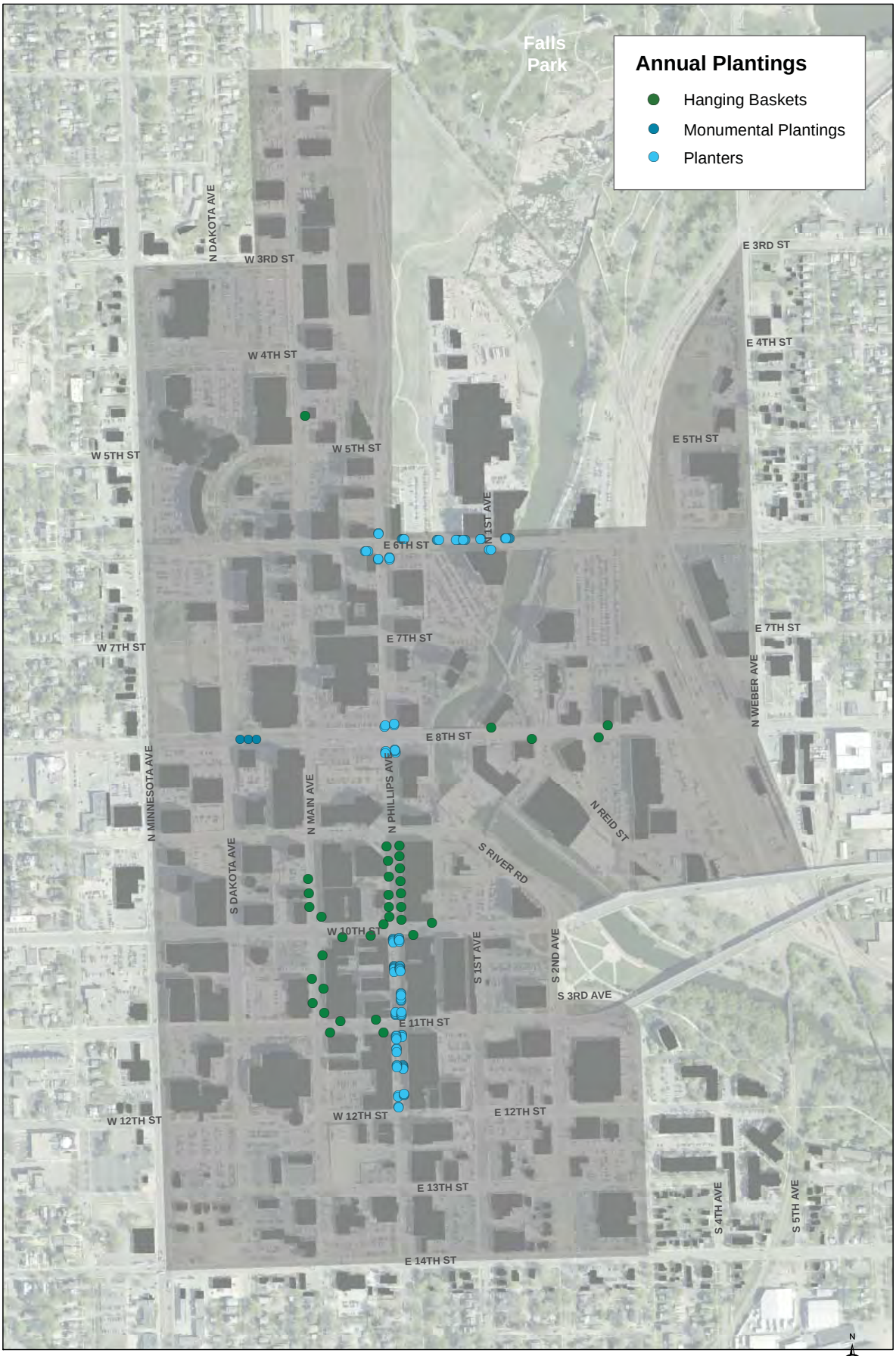


Figure 2.19 - Other Flush Planters & Tree Condition



Map 2.9 - Seasonal Planter Types

Seasonal Planters

There are three general types of seasonal planters found in the downtown area. These consist of the sphere shaped precast planters, hanging baskets attached to light fixtures, and the three monumental precast planters on W Eighth Street. In total, 180 Seasonal Planters were identified within the study area. The breakdown is noted in Figure 2.20.

Sphere shaped precast planters were implemented as a feature on Phillips Avenue in 2009 to provide separation and protection from traffic at outdoor dining areas. Planter installation was recently expanded to the newly reconstructed Sixth Street project. Plantings are installed and removed by Parks & Recreation but watering is performed by DTSF.

Hanging baskets were originally located on Phillips Avenue but were relocated to Main Avenue after installation of sphere planters on Phillips. Hanging baskets are planted and maintained by DTSF.

Monumental planters found on Eighth Street are integral to the Eighth Street gateway element constructed with the Eighth Street reconstruction project in 2010.

Annual Planter Types:

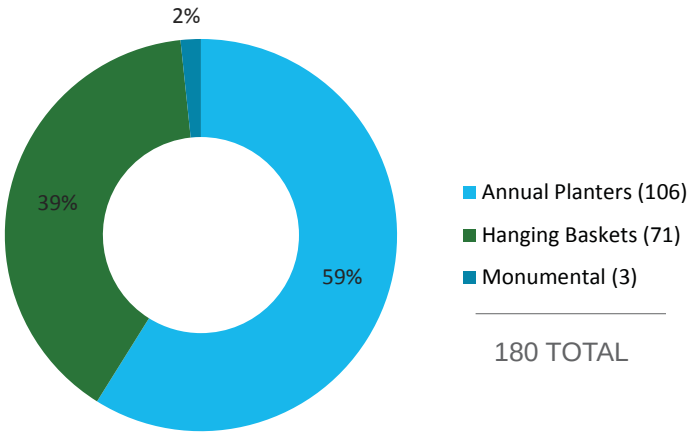
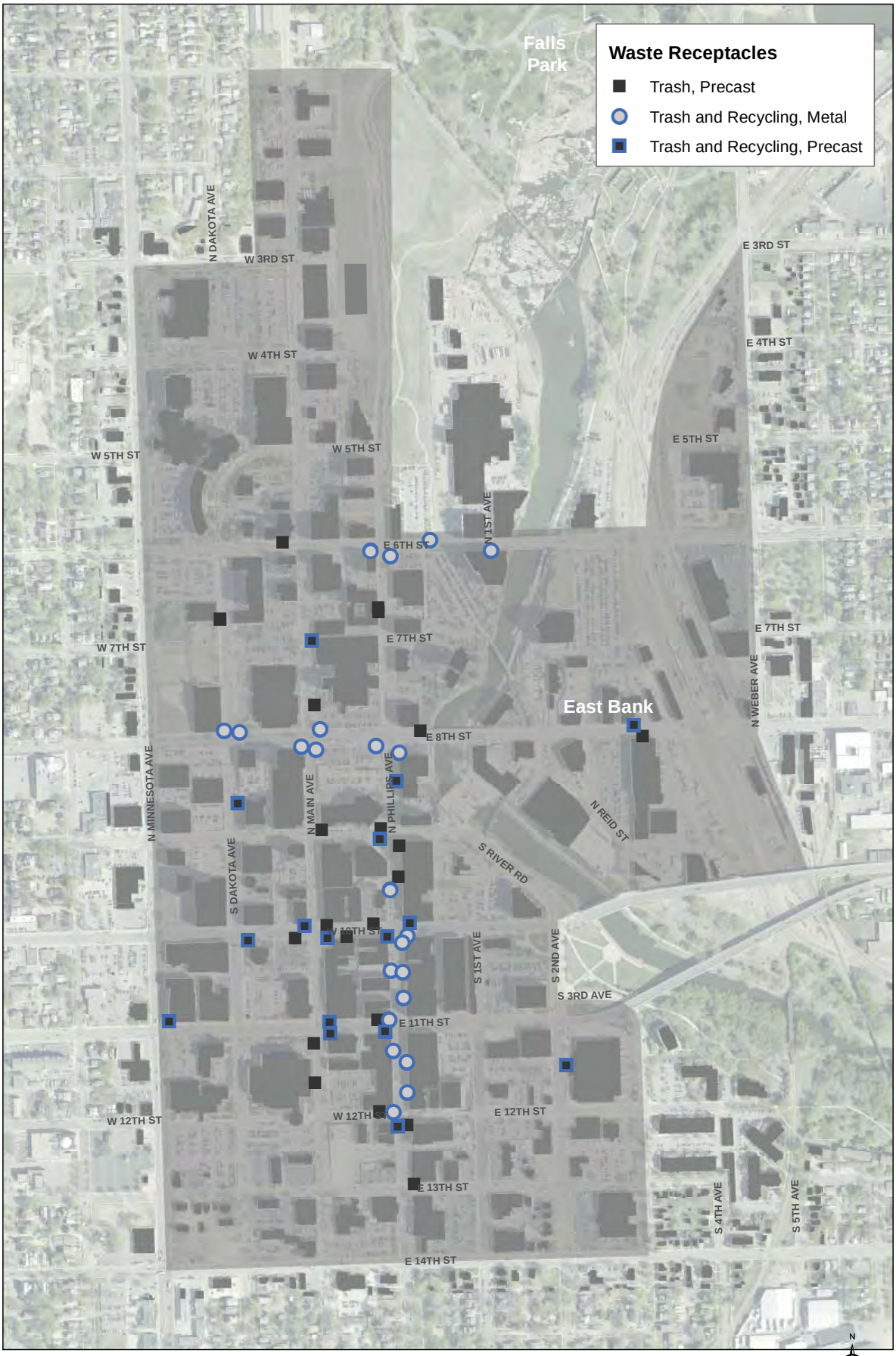


Figure 2.20 - Annual Planter Types (Map 2.9)

Sphere shaped Seasonal Planters

Hanging Basket Planter Example

8th Street Seasonal Planter



Map 2.10 - Seasonal Planter Types

Waste & Recycling Receptacles

There are two main types of trash and recycling receptacles found downtown. There are the precast receptacles and the newer, recent additions of the metal receptacles. At 64% of the locations trash and single stream recycling receptacles are provided together as a pair, the remaining locations are trash only. Metal recycling containers are labeled and are blue in color to differentiate from trash.

Typical metal finish is powder coated steel. Rust is beginning to form on trash & recycling. All new receptacles added should be specified as galvanized prior to powder coat.

City ordinance requires a rain hood be installed on all trash & recycling receptacles. 18 receptacles need to be retrofitted with hoods.

Individual Waste & Recycling:

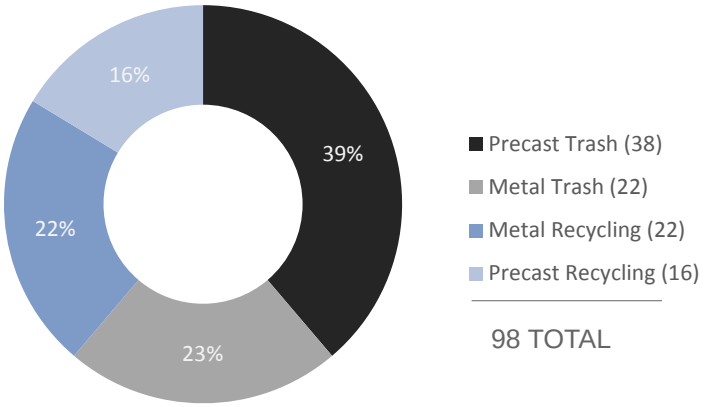


Figure 2.22 - Individual Trash & Recycling Receptacles

Precast Trash & Recycling Receptacles

Paired Receptacles:

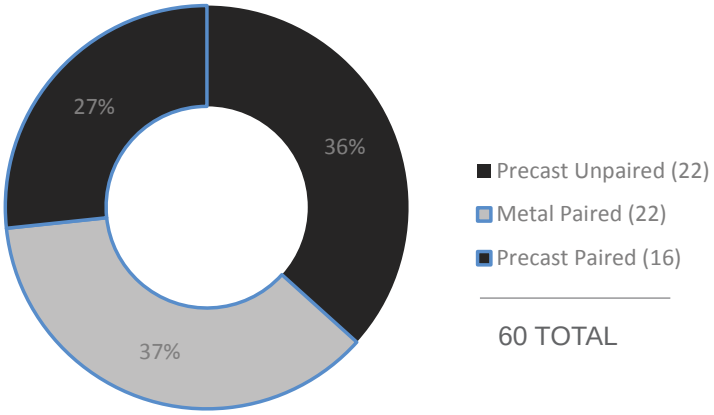
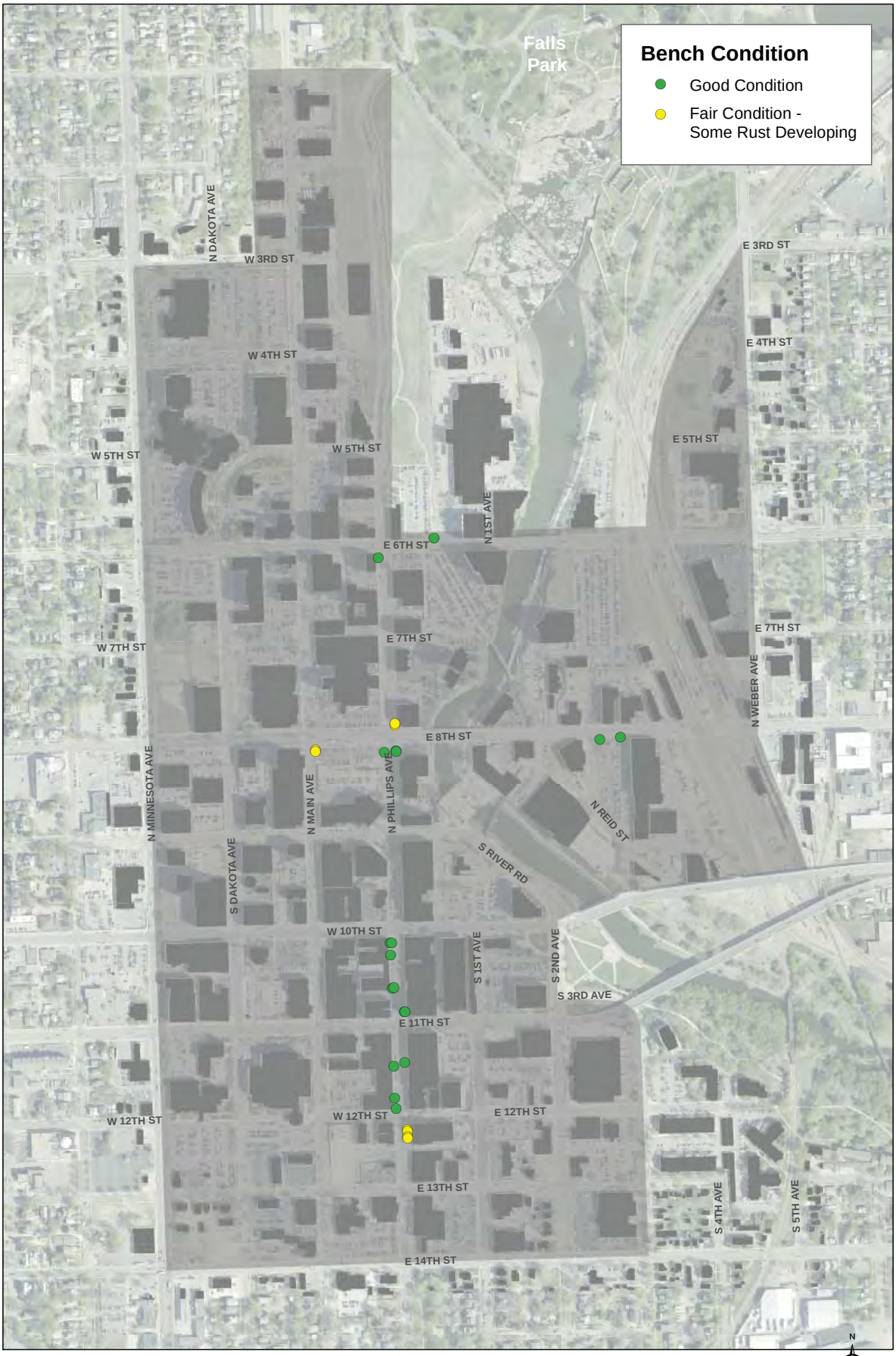


Figure 2.21 - Paired Trash & Recycling Receptacles (Map 2.10)

8th Street Trash & Recycling Receptacles



Map 2.11 - Benches

Benches

There were a total of 27 benches identified downtown. These benches were first installed with the Phillips Avenue reconstruction project in 2009. Additional benches have since been added with Eighth Street and Sixth Street projects. Material is steel with a black powder coat finish; three different manufacturers were identified.

Typical metal finish is powder coated steel. Rust is beginning to form on some of the benches. All new benches added should be specified as galvanized prior to powder coat.

Bench Conditions:

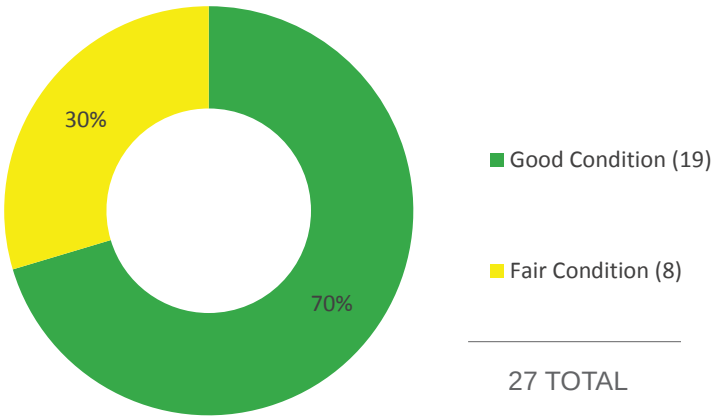
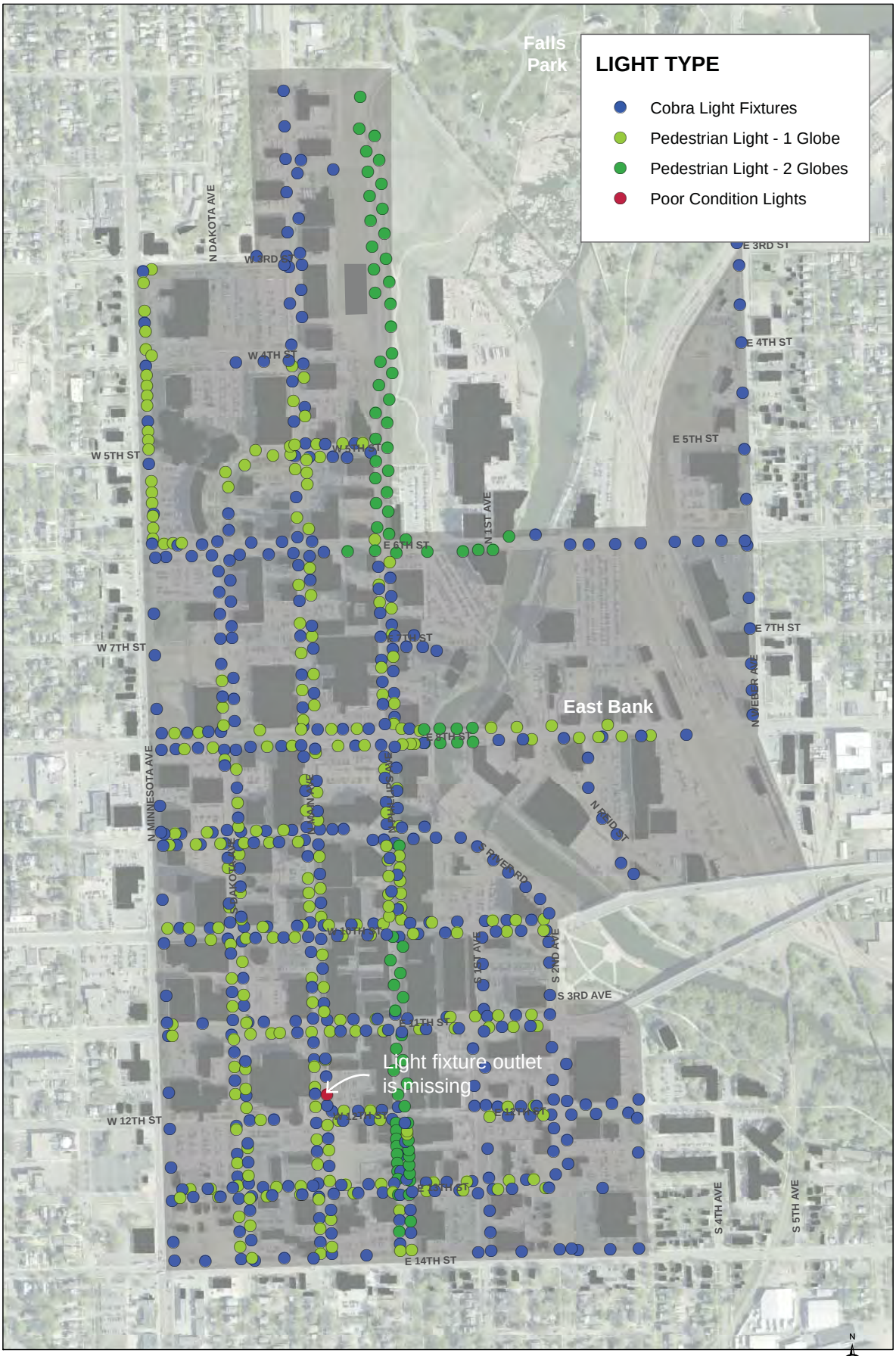


Figure 2.23 - Bench Conditions

Metal Bench on Phillips Avenue

Metal Bench on 6th Street



Map 2.12 - Street Lights

Street Lights

There are three general categories of street light types found downtown: cobra head lights, pedestrian lights with one globe, and pedestrian lights with two globes. In total, there were 778 street lights documented within the study area. Of these 778 street lights, the following charts describe the breakdown of all of the fixture types, overall conditions, and the varying materials of the pedestrian light fixtures.

Good:

Minor fading/chipping

Fair:

Chipping, Bent Base Fading, Cracking Occur

Poor:

Requires maintenance as soon as possible

Street Light Types:

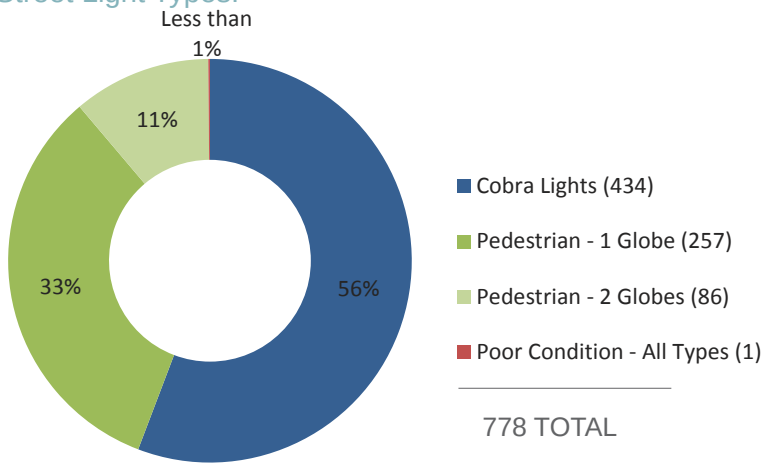


Figure 2.25 - Overall Street Light Types (Map 2.12)

Cobra Light Conditions:

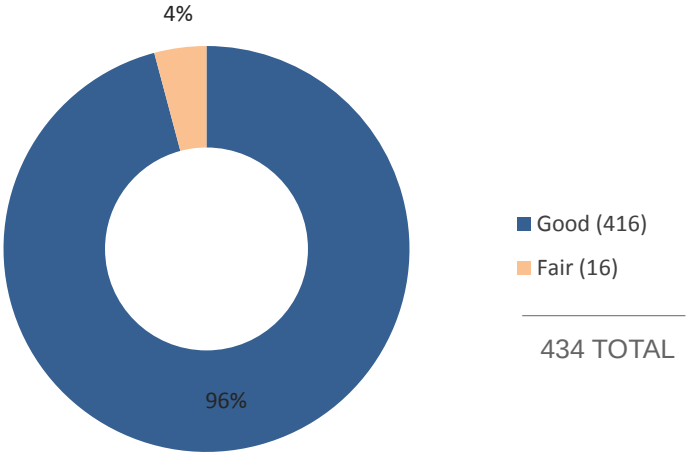


Figure 2.26 - Cobra Light Conditions

Pedestrian Light Pole Materials:

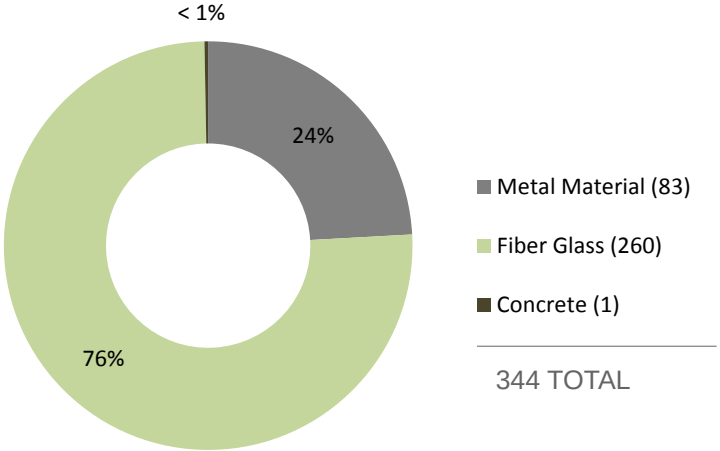


Figure 2.24 - Pedestrian Light Pole Materials

Pedestrian Light Conditions:

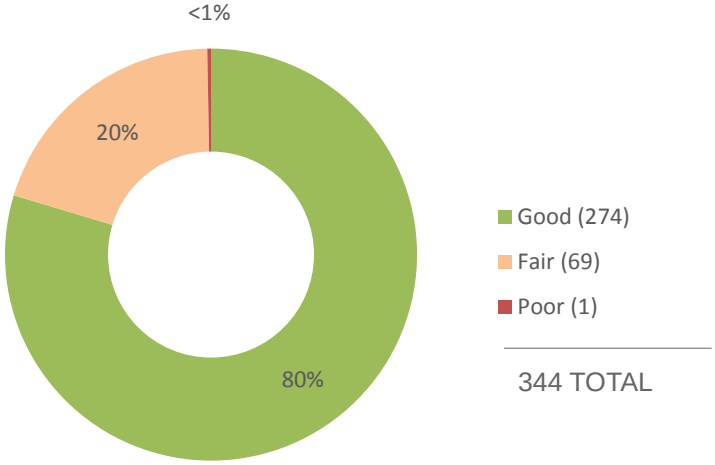


Figure 2.27 - Pedestrian Light Conditions

Map 2.13 - Outdoor Permits

Outdoor Permits

There are a number of outdoor permits currently occupied by retailers, restaurants, and pubs in downtown Sioux Falls. Listed below is the breakdown of the two different types of permits.

Permits - Sidewalk Use

These permits are required for activities involving the sale of goods, sale of services, or similar use of sidewalk, except for cafes and pubs. Retailing, performance acts, and vending are allowed by permit.

In addition, some of these vendors/retailers aren't operating at a one single location but have the ability to operate at several locations typically confined to a street corridor (ie Phillips or Main Avenue).

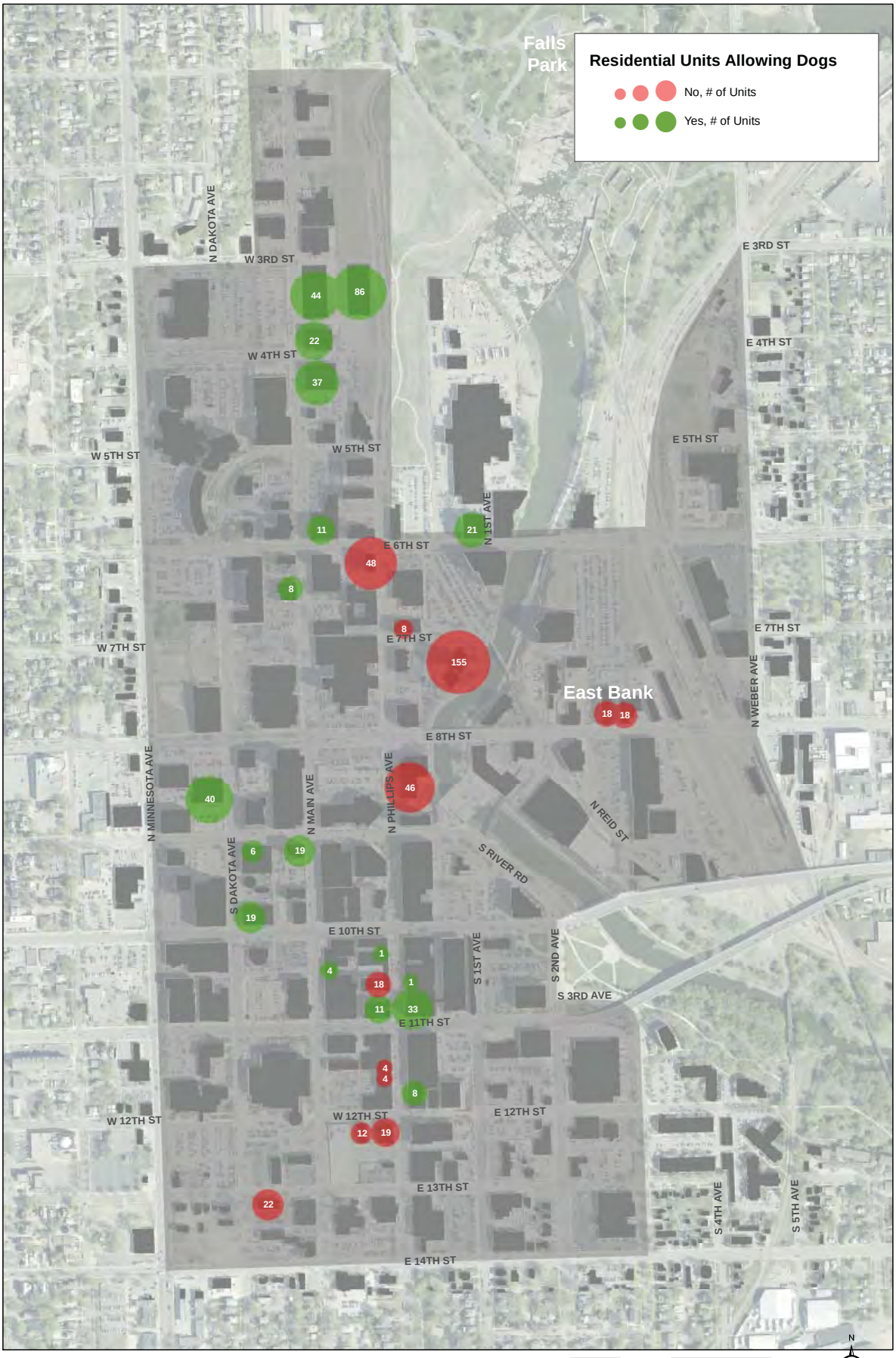
Limited Leases

These are required for activities that have an intense and semi-permanent use of the sidewalk. Sidewalk cafes and sidewalk pubs are allowed by limited lease.

Limited Lease Permit example

Limited Lease Permit example

Limited Lease Permit example (Google image)



Map 2.14 - Residential Units allowing dogs

Residential Units - Allowing Dogs

There is currently a surge in the number of residential units in downtown Sioux Falls. As more people make downtown their home the number of dogs living downtown also increases. Available space for dogs to relieve themselves is limited and pet owners are often inconsistent in cleaning up messes, creating a problem with dog waste in public space.

A recent survey of downtown residential properties finds 725 residential units downtown. Of these units 51% allow dogs.

Available lawn space within the study area is limited to small areas found at City Hall and boulevards such as those adjacent to the Uptown district. Larger lawn areas are found at Falls Park West, Fawick Park, Van Eps Park but these spaces are not conveniently located for quick potty breaks. Pet waste problem areas have been noted at City Hall and the Sioux Falls Parks & Recreation office.

Currently known # of units allowing dogs:

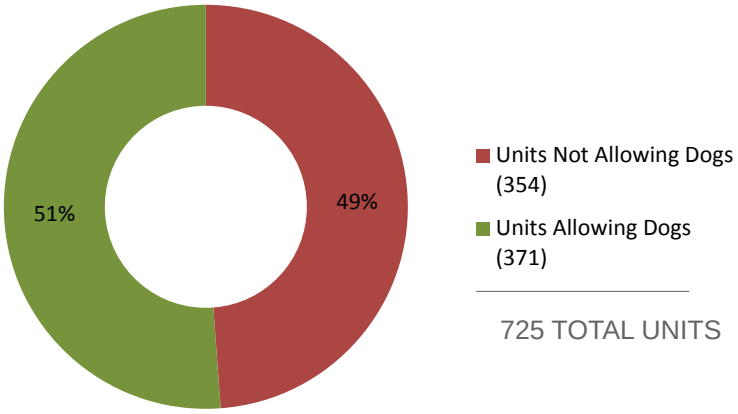


Figure 2.28 - Number of Units Allowing and not Allowing Dogs (Map 2.14)

Pet Owner with Dog Example

Pet Owner with Dog Example

3.0

Downtown Design Standards

Downtown Design Standards are important for the future streetscape development to occur in downtown Sioux Falls. These standards will help identify what types of treatments for certain streets should be considered.

Walkable Cities

Key Steps to a Walkable City

Put Cars in their Place

Reclaim cities for the pedestrian and regulate cars to their proper place, a car-first approach hurts cities.

Mix the Uses

Mix uses to create a proper balance of activities within walking distance. The walk must serve a purpose - there must be places to walk to, there must also be places to walk from, including housing.

Parking

Parking regulation and pricing are important in determining the disposition of land.

Transit

Transit must work at the city scale, walkability and density are critical to support transit.

Protect the Pedestrians

Protect the pedestrian through the use of block size, lane width, turning motions, direction of flow, signalization and roadway geometry; all of these factors determine traffic speed and pedestrian's likelihood of getting hit.

Welcome Bikes

Bikes thrive in pedestrian environments, make driving less necessary and bike traffic slows car traffic.

Shape the Spaces

People enjoy and need a sense of enclosure to feel comfortable as a pedestrian. Public spaces are only as good as their edges.

Plant Trees

Trees are a great value for the services they provide and are a justified investment; contribute to auto safety and provide public benefits—natural cooling, reduced emissions and energy demand, and reduce stormwater pollution.

Friendly and Unique Faces

Create "Walk appeal" and lively streetscapes – how far we walk is all about what is encountered along the way. Avoid parking lots, blank walls, repetition and other areas with no entertainment for the pedestrian.

Pick your Winners

Most cities are not universally walkable, make a conscious choice about size and location of the walkable cores to avoid squandering resources on areas that will never invite pedestrians.

Reference: Speck, Jeff "Walkable City"

Attracting Young People to Sioux Falls

A public realm that is unsafe, uncomfortable and unexciting will just not work for creative young people because they value a pedestrian culture that, among other things, creates opportunities for chance encounters that turn into friendships. Engage young people into the public process and listen when they participate. Look towards communities that are drawing younger generations to find out what is attractive about those places and emulate them to the greatest extent possible.

Creating Cities for People

A city must increase the quantity and quality of well-planned beautiful public spaces that are human in scale, sustainable, healthy, safe and lively.

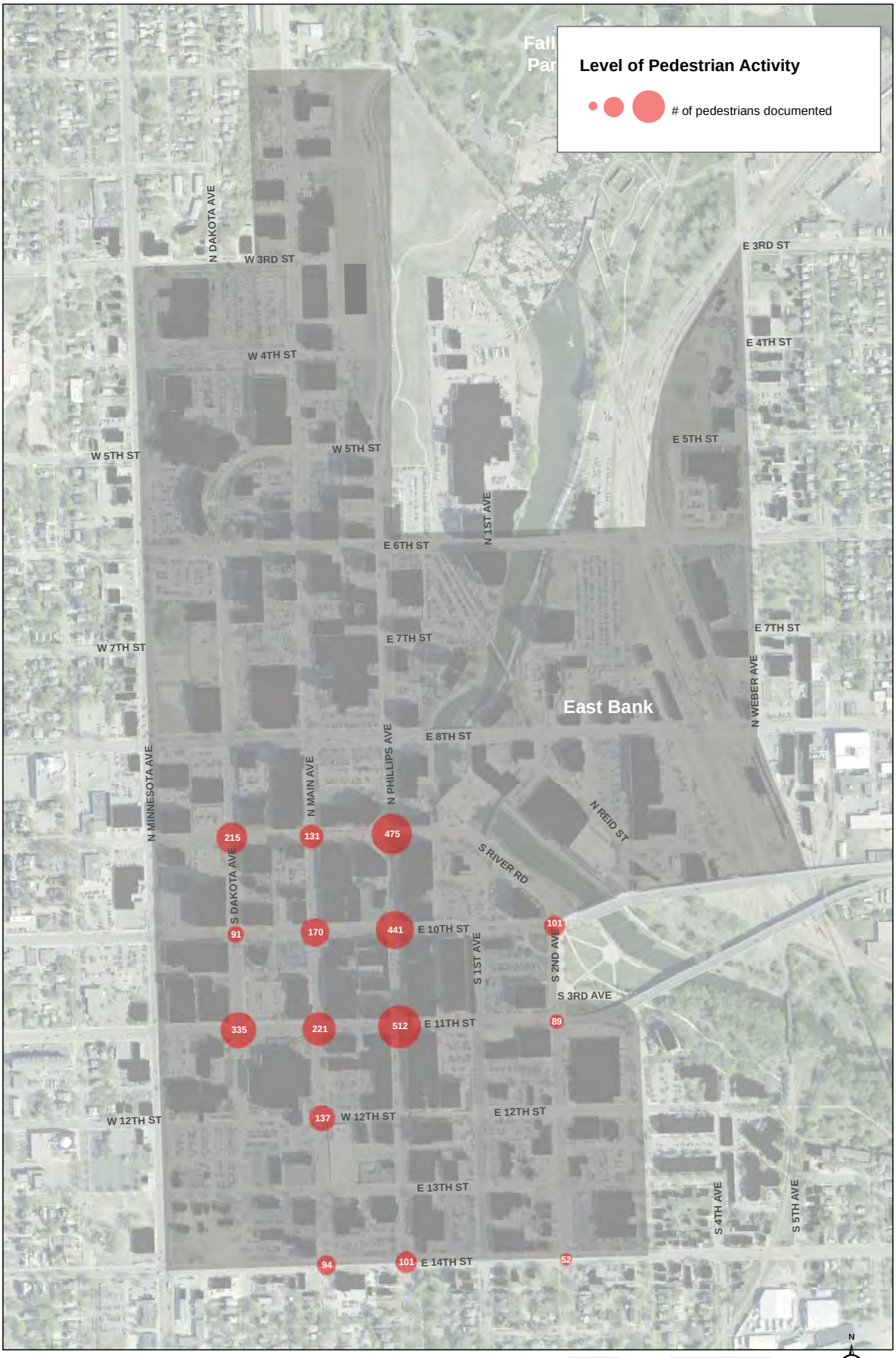
- Accommodate children, older people and people with disabilities, people with strollers and shopping carts
- Sidewalk free of interruptions and obstacles—traffic signs, lampposts, parking meters, street displays, bikes that are not on bike racks
- Driveways, garage access, delivery gates for cars impede on the pedestrian
- Uneven cobblestone and flat flagstone reduce mobility
- A good city for walking must function all year round, day and night. Snow and ice must be cleared to provide dry nonslip surface; protection from unpleasant weather
- Places to sit and stay, observe city life, must be comfortable-seats have backs, be of a material not cold to sit on in the winter, ability to move is ideal
- Avoid one-way streets, two-way streets preferred with lanes for cars, bicycles, trees, and a median strip

Reference: Gehl, Jan “Cities for People”

Pedestrian Friendly Street - Example

Pedestrian Friendly Street - Example

Pedestrian Friendly Street - Phillips Avenue



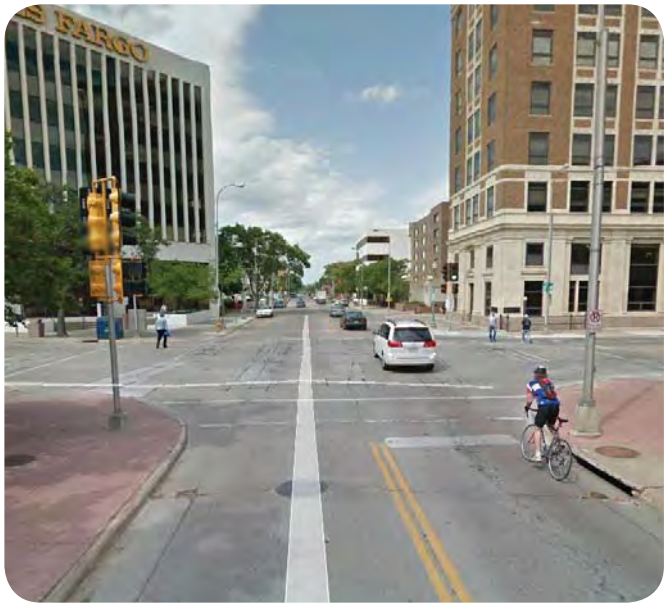
Map 3.0 - Total Daily pedestrian activity at inventoried intersections: August 2013
(Study performed from: 7:00AM-9:00AM, and 4:00PM-6:00PM)

Pedestrian Activity - Intersections

The City of Sioux Falls conducted a study of various intersections in downtown Sioux Falls to get an overall consensus of level of pedestrian activity. This study consisted of a series of counts from 7:00AM-9:00AM and 4:00PM-6:00PM.

For the purpose of this study, the information was consolidated by adding together the 4 hours of data into on final number.

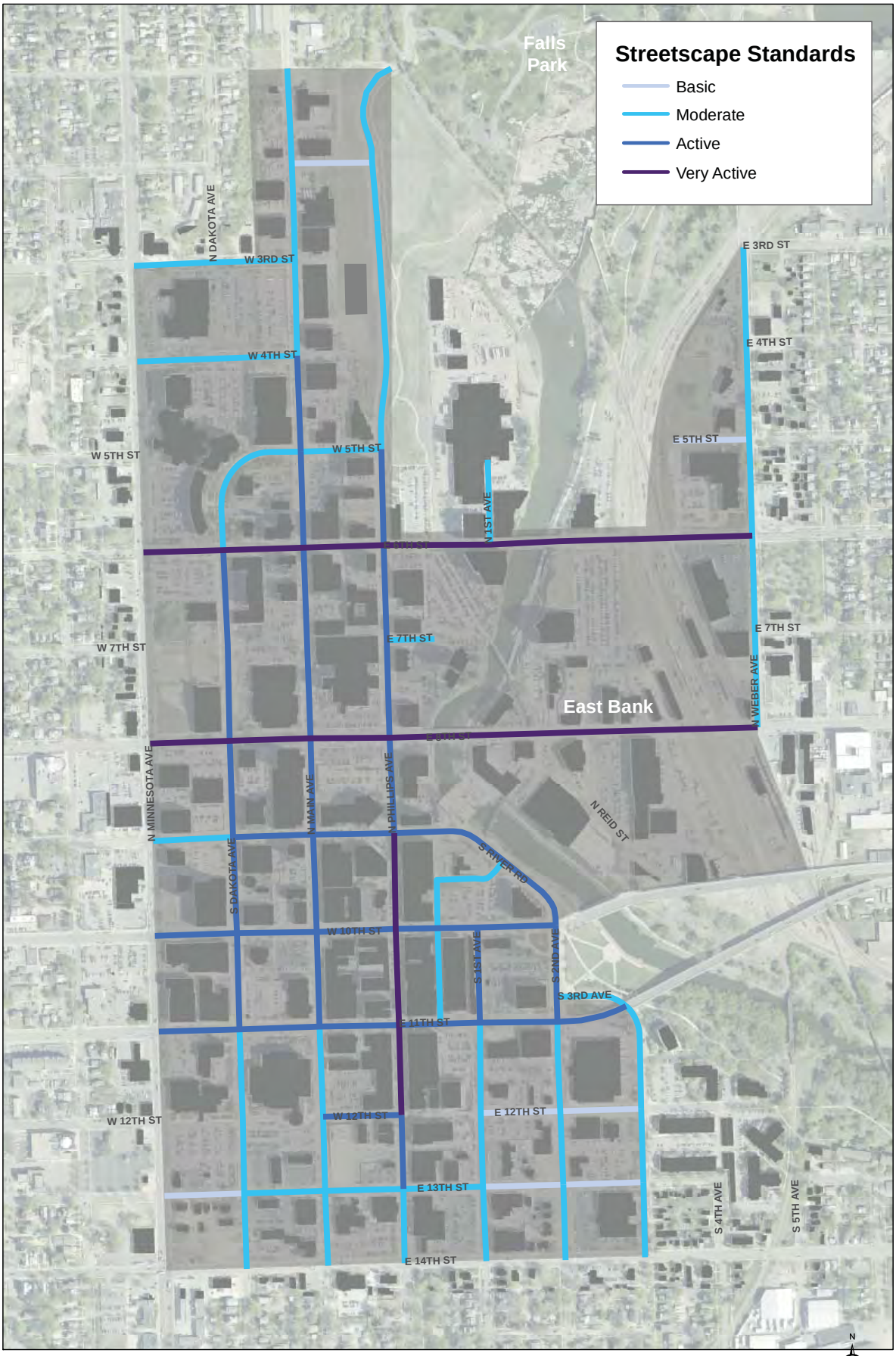
11th Street & Phillips Avenue (Highest Pedestrian Activity)



9th Street & Phillips Avenue (2nd Highest Pedestrian Activity)

11th Street & Dakota Avenue (4th Highest Pedestrian Activity)

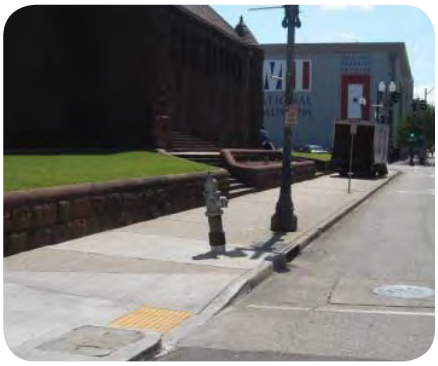
10th Street & Phillips Avenue (3rd Highest Pedestrian Activity)



Map 3.1 - Streetscape Standards

Downtown Streetscape Standards - Criteria

For the purpose of this study, general streetscape standards were assigned to each street within the given study area. Map 3.1 reflects the general street standards based on the definitions provided. These corridor definitions are subjective and will change over time as the downtown redevelops (example: E 8th Street is very active now but 10 years ago much of the buildings were vacant). These guidelines are intended to provide a visual of what each corridor should generally look like in their current state. A comprehensive Downtown Streetscape Design Standards study is recommended.



Basic Streetscape:

Less than 2 doors to businesses per block
- Typically very large unit types/building fronts
- Predominantly mono-use buildings/facades, surface parking

ADT = Less than 5,000 vehicles per day
- Residential/Local road classifications

Example: East 13th Street between 1st Avenue & 3rd Avenue

Moderate Streetscape:

2-4 doors to businesses per block
- Typically large unit types/building fronts, few doors
- Predominantly Offices, Civic, Parking Structures

ADT = Less than 10,000 vehicles per day
- Residential/Local, Collector road classifications

Example: 2nd Avenue between 11th Street & 14th Street

Active Streetscape:

5-9 doors to businesses per block
- Typically mixed unit types/storefronts
- Predominantly Retail, Restaurants, Offices

Average Daily Traffic Volume = Less than 10,000 vehicles per day
- Residential/Local, Collector road classifications

Example: Main Avenue between 9th Street & 11th Street

- OR -

Serves as a connection between two active/very active streets

ADT = More than 5,000 vehicles per day
- Collectors, Minor Arterials, and Primary Arterial road classifications

Example: 10th & 11th Street between Main & Phillips Avenue

Very Active Streetscape:

10+ doors to businesses per block
- Typically narrower units/storefronts, many doors
- Predominantly Retail, Restaurants

Average Daily Traffic Volume = Less than 10,000 vehicles per day
- Residential/Local, Collector road classifications

Example: Phillips Avenue between 9th Street & 12th Street

- OR -

Serves as a connection across Big Sioux River for pedestrians & vehicles

ADT = Between 5,000-10,000 vehicles per day
- Collector road classification

Example 8th Avenue & 6th Avenue

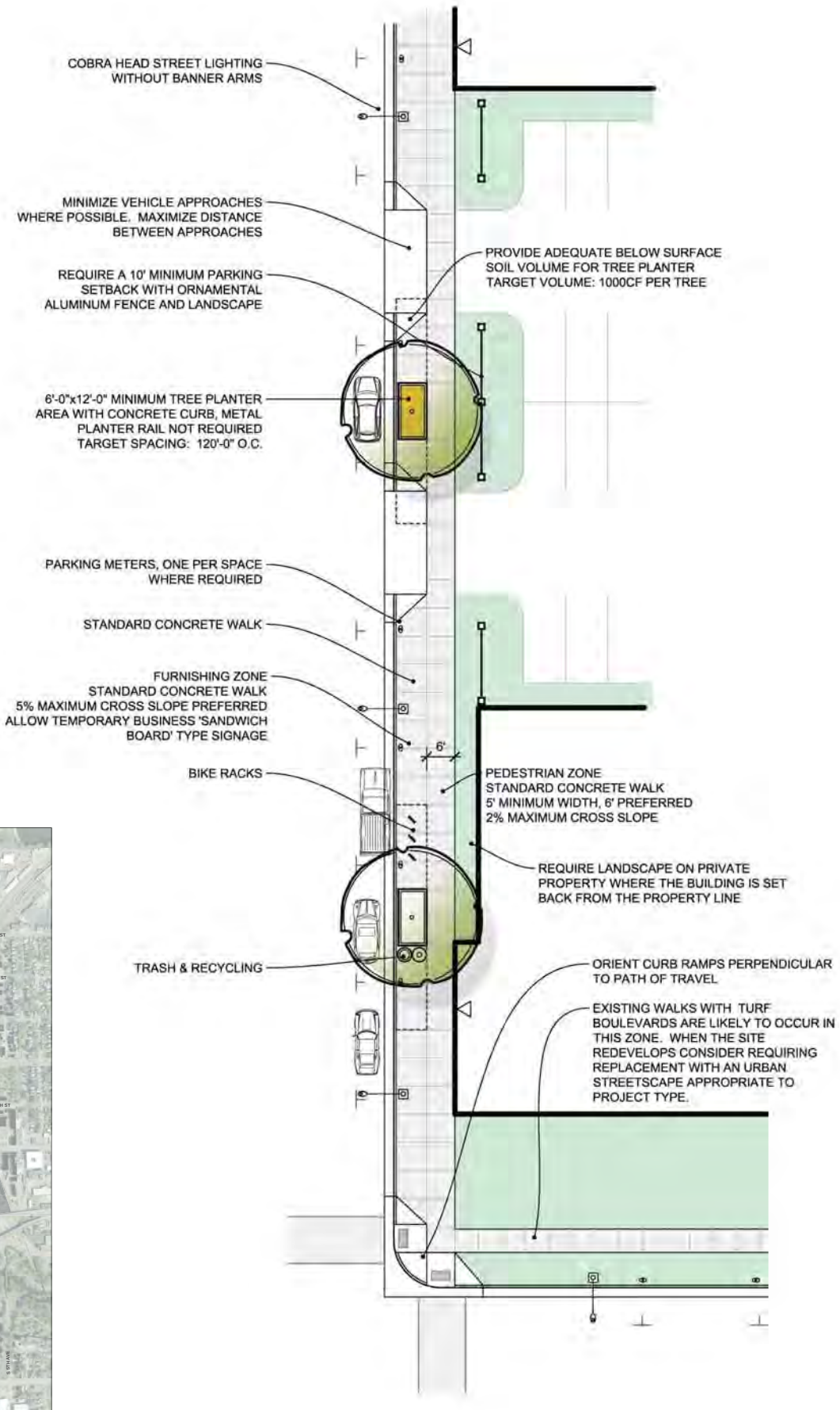


Figure 3.0 - Basic Streetscape Example

Basic Streetscape

An Basic streetscape has typically less than 2 doors to businesses per block. The units/building facades are usually very large and predominantly mono-use, vacant, or large surface parking areas. The Average Daily Traffic volume is typically less than 5,000 vehicles per day (Residential/ Local road classification).

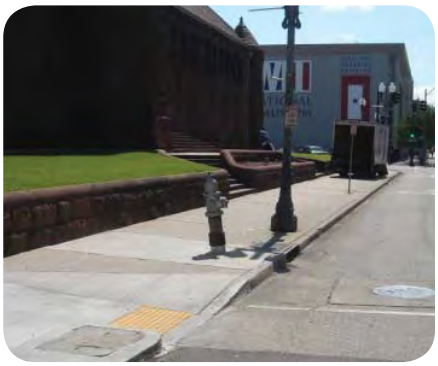


Figure 3.1 - Basic Streetscape Example

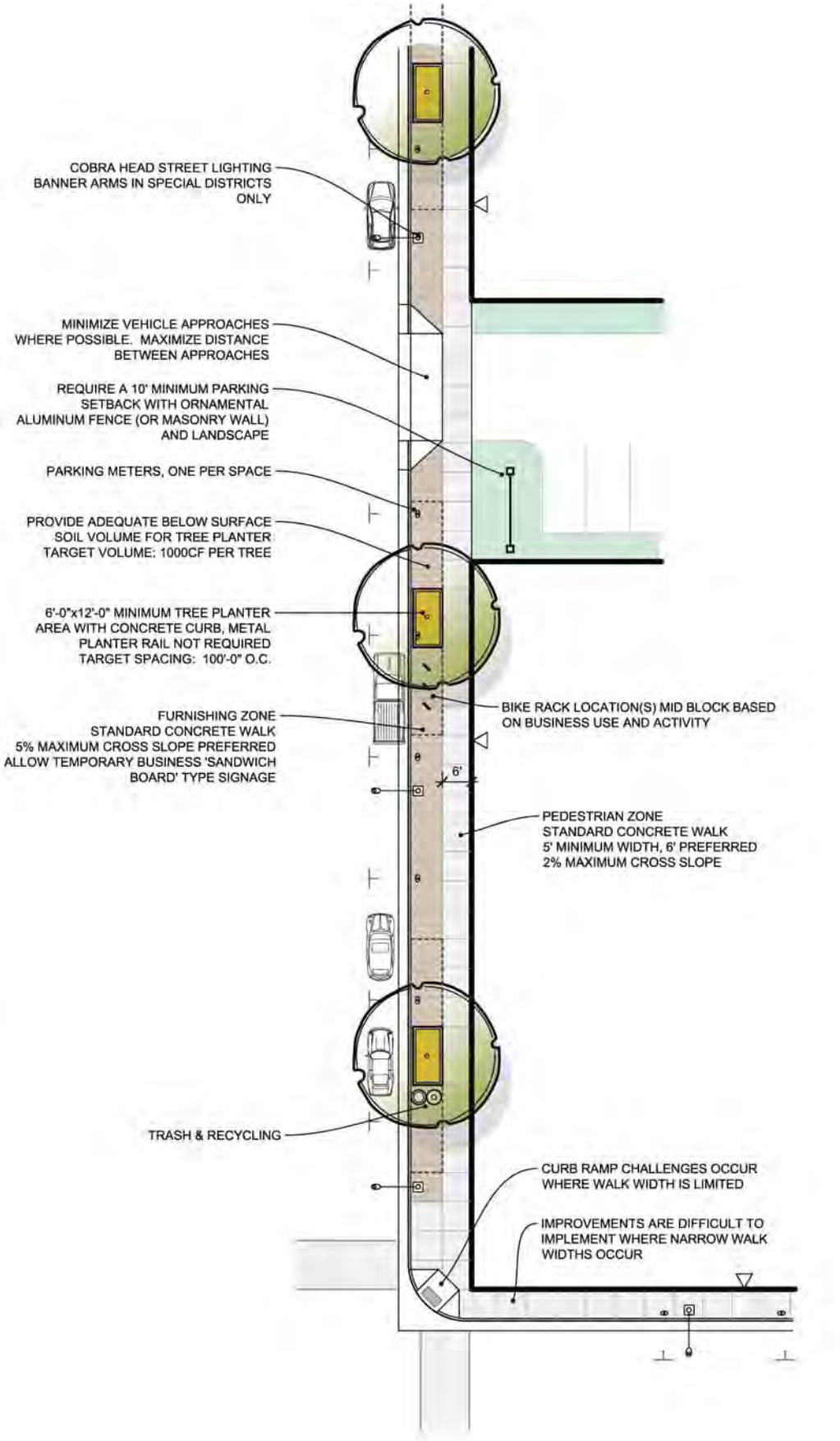


Figure 3.2 - Moderate Streetscape Example

Moderate Streetscape

A moderate streetscape has typically 2-4 doors to businesses per block. The units/building facades are usually very large and predominantly office, civic, or parking structures. The Average Daily Traffic volume is typically less than 10,000 vehicles per day (Residential/Local, Collector road classification).

Figure 3.3 - Moderate Streetscape Example

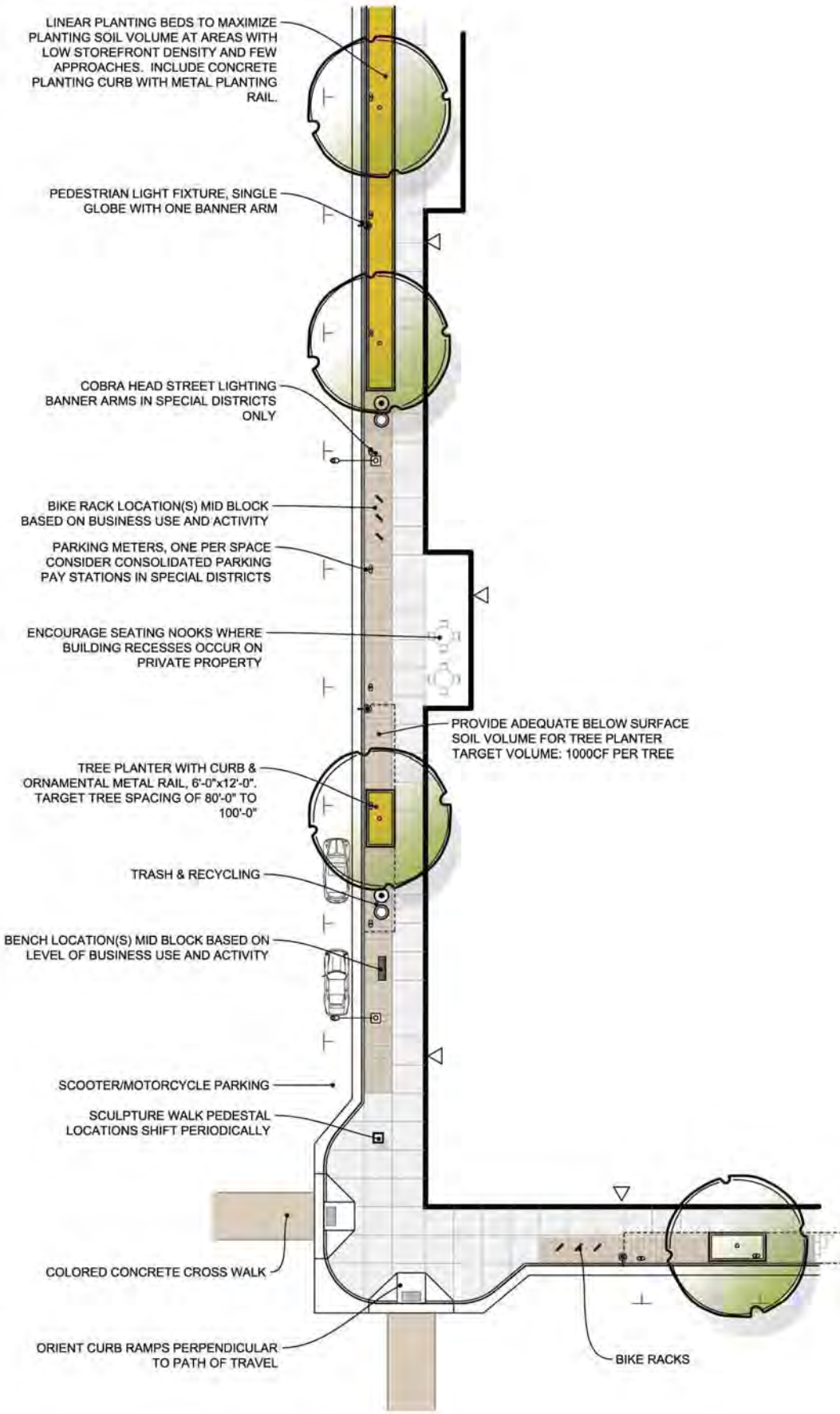


Figure 3.4 - Active Streetscape Example

Active Streetscape

An active streetscape has typically 5-9 doors to businesses per block. The units/building facades are typically mixed units such as retail, restaurants, or offices. The Average Daily Traffic volume is typically less than 10,000 vehicles per day (Residential/Local, Collector road classification).

An active streetscape can also serve as a connection between two active/very active streets. The ADT typical has more than 5,000 vehicles per day (Collectors, Minor Arterials, and Primary Arterial road classifications).

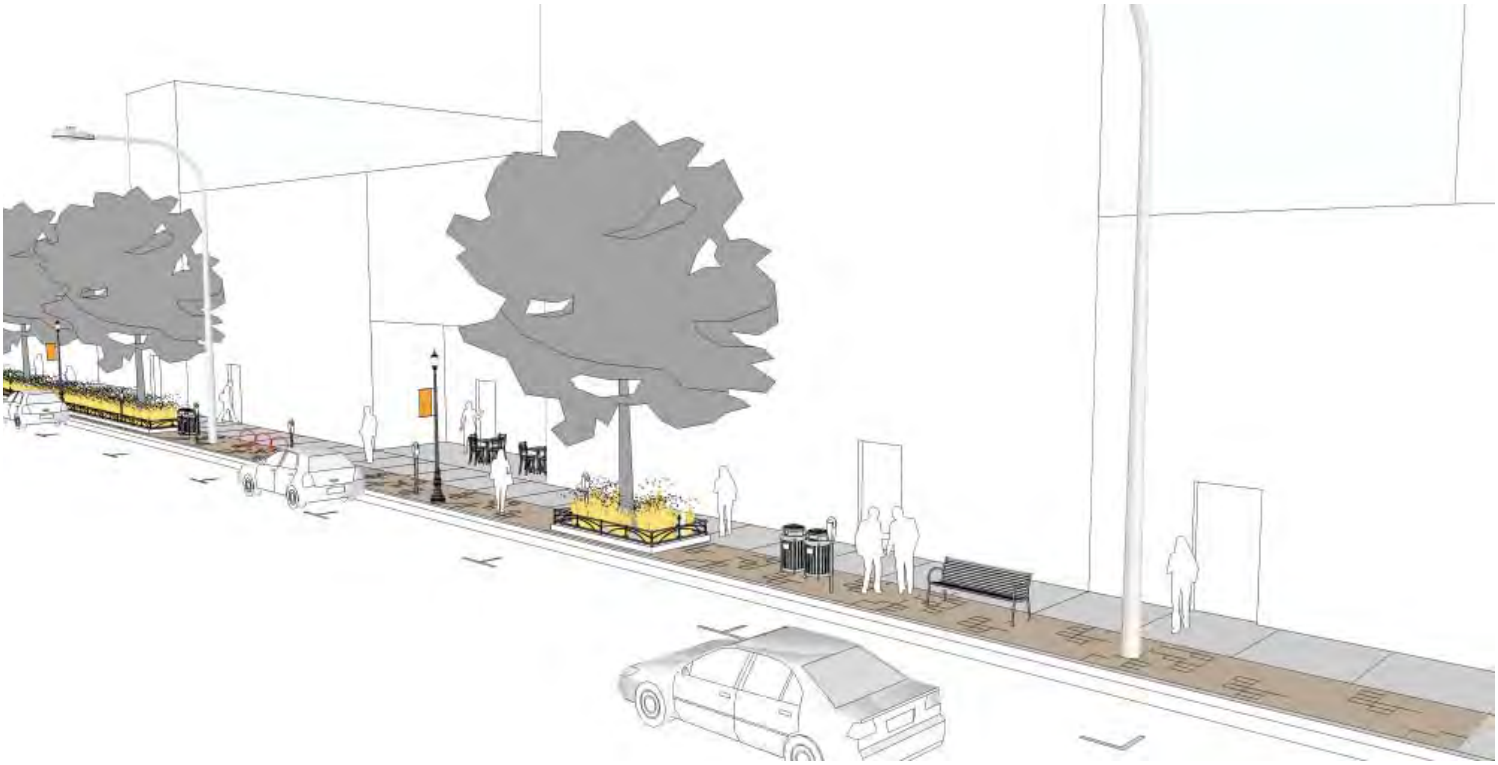


Figure 3.5 - Active Streetscape Example

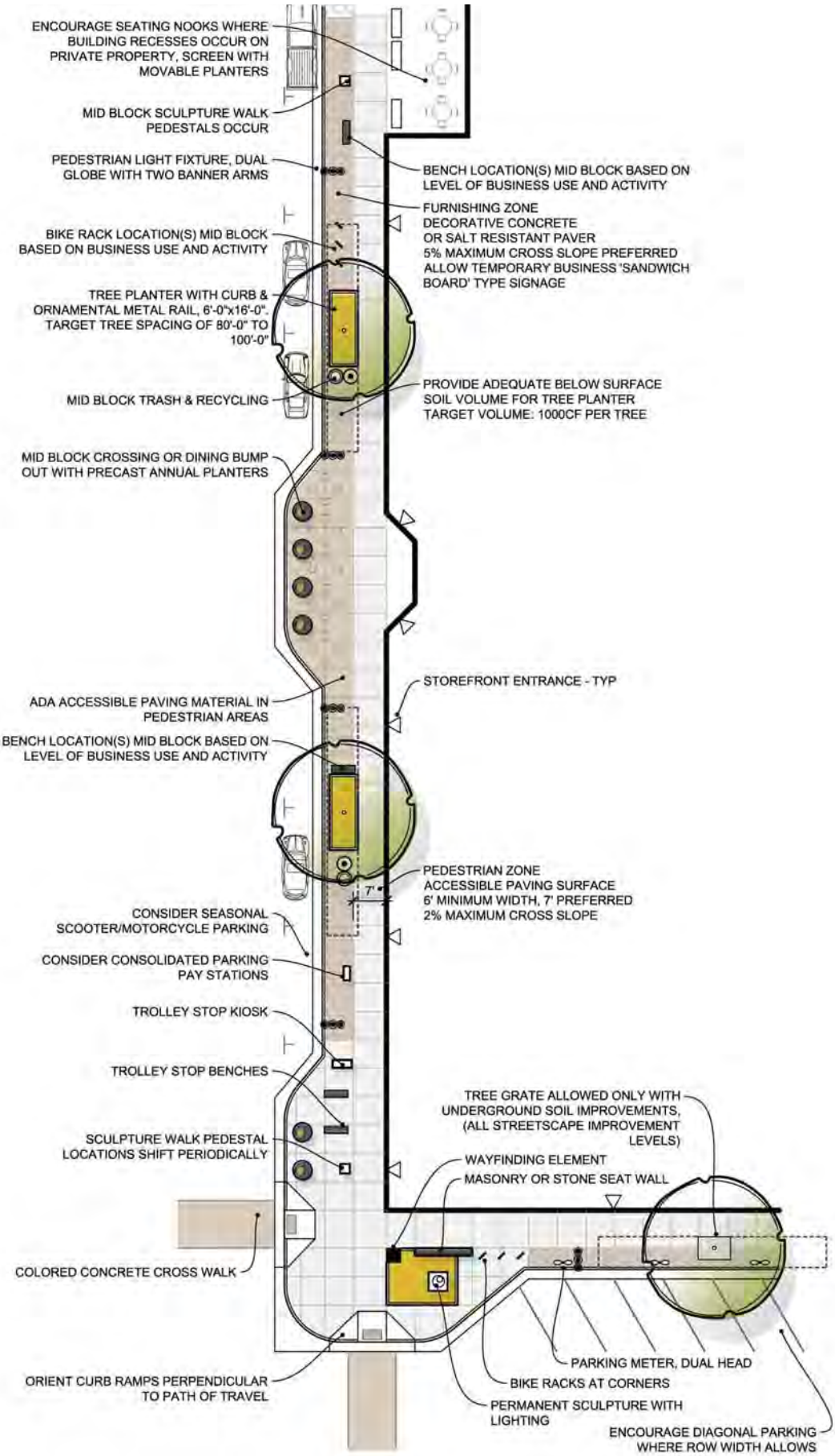


Figure 3.6 - Very Active Streetscape Example

Very Active Streetscape

A very active streetscape has 10+ doors to businesses per block. The units are typically narrower units/storefronts, with many doors. The building use is predominantly retail, restaurants, boutiques, etc. The ADT volume is less than 10,000 vehicles per day (Residential/Local, Collector road classifications)

A very active can also be a streetscape that serves as a connection across Big Sioux River for pedestrians & vehicles. The ADT is typically between 5,000-10,000 vehicles per day (Collector road classification)

Figure 3.7 - Very Active Streetscape Example

Figure 3.8 - Very Active Streetscape Example

Structural Soils

A structural soil mix is an engineered soil medium that can be compacted to accommodate pavement installation while still permitting root growth. It is a mixture of narrowly graded crushed stone, soil and a stabilizing agent to keep the mixture from separating. Recently used on both 6th and 8th Streets structural soil costs are approximately $100 to $110 per ton, not including excavation, tree and paving. Costs are largely due to transportation from Minnesota, if a local source is developed the cost could be reduced substantially.

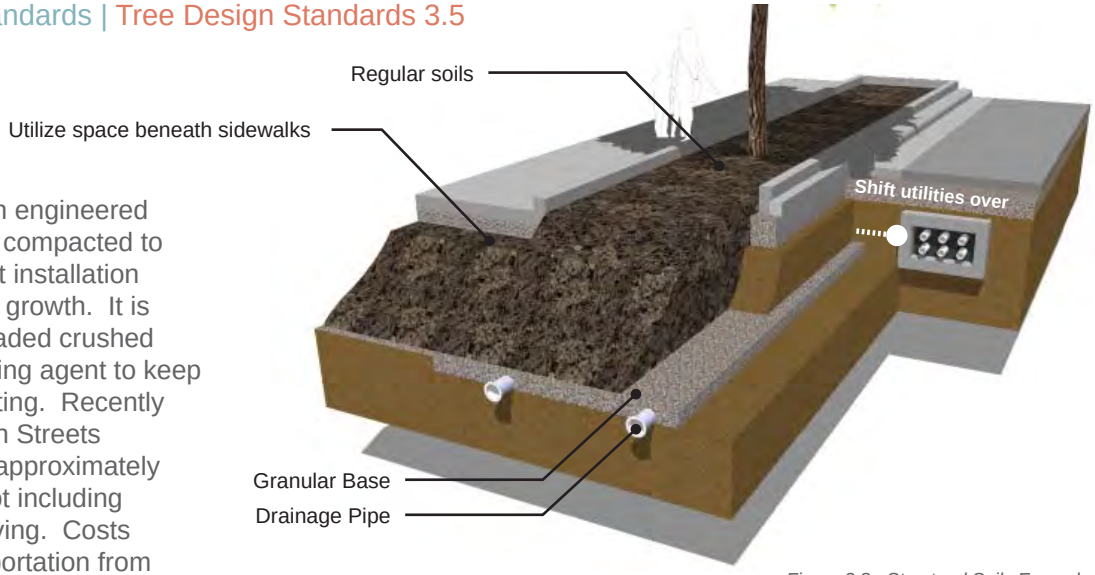


Figure 3.8 - Structural Soils Example

Suspended Grate System

The suspended grate system uses a structural steel grate to suspend pavers over an excavation filled with planting soil. A concrete curb is required at the perimeter of the tree planting area to support the structural grate sections. The area immediately around the tree can either be finished with a decorative tree grate or left open to the soil below.

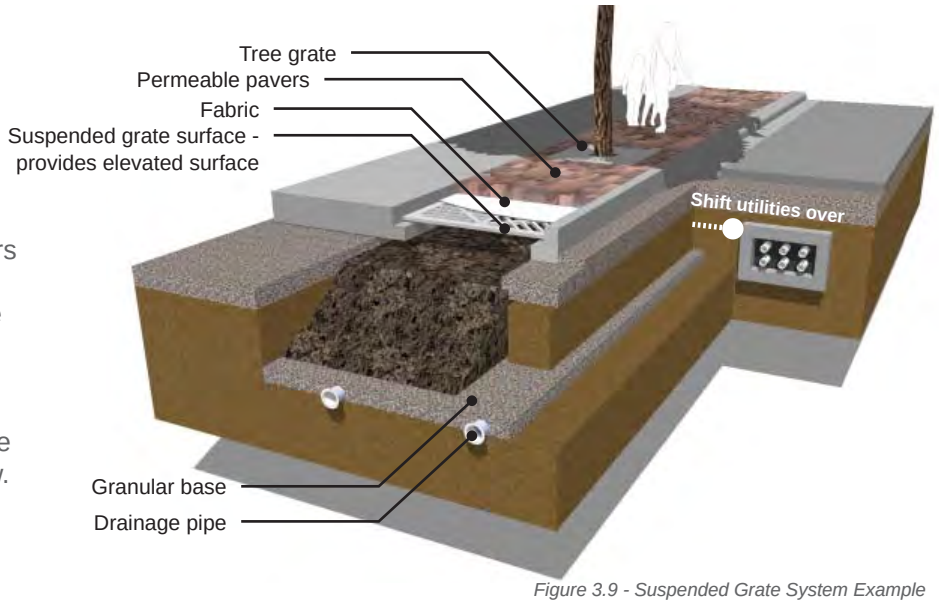


Figure 3.9 - Suspended Grate System Example

Silva Cell System

Silva cells are individual structural frames 48” long 24” wide and 16” tall. The frames can be assembled in configurations as necessary to meet site conditions and are filled with planting soil while the frame structure supports the pavement above. According to the manufacturer costs range between $14 and $18 per cubic foot installed, excluding base course, tree and paving.

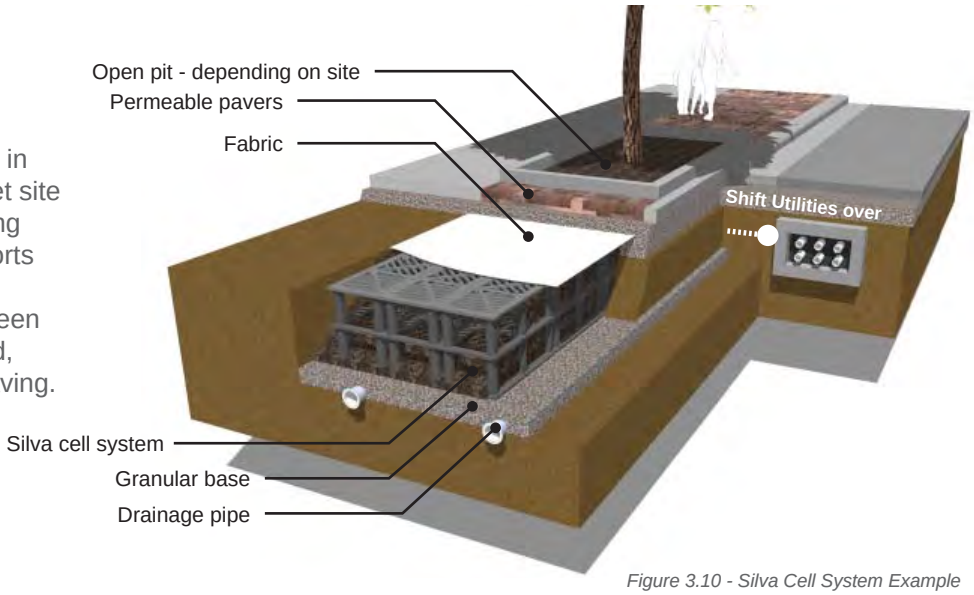


Figure 3.10 - Silva Cell System Example

Tree Design Standards

The future success of trees in the downtown streetscape will depend heavily on the implementation of increased soil volumes. On the left, are some systems that can help to achieve the required capacity.

Achieving Soil Capacity

For new construction, a target of 1,000 cf of soil should be standard for each tree (Example dimensions in Figure 3.11 and types of systems Figures 3.8 - 3.10). This soil volume would support a tree with a 40 ft diameter crown.

During streestcape reconstruction projects planting sites should be modified to meet the recommendations to increase soil volume. The new planting site should include a planter design with a physical barrier to protect the tree from vehicles and de-icing chemicals.

Water Infiltration

Design should include pervious paving around urban tree plantings to allow water to infiltrate into the planting soils. Pavers selected for use in the right-of-way should be constructed of heavy duty materials which are designed to tolerate deicing salts and freeze-thaw cycles. Spacer lugs should be integrated into the paver shape to allow water infiltration through joints and into the soil below. Dry-cast residential grade pavers have previously been used in the downtown area and should be avoided as they absorb water easily and deteriorate when exposed to deicing chemicals.

Silva Cell System being installed

Suspended Tree Grate System

Permeable Paver System: Minneapolis, MN

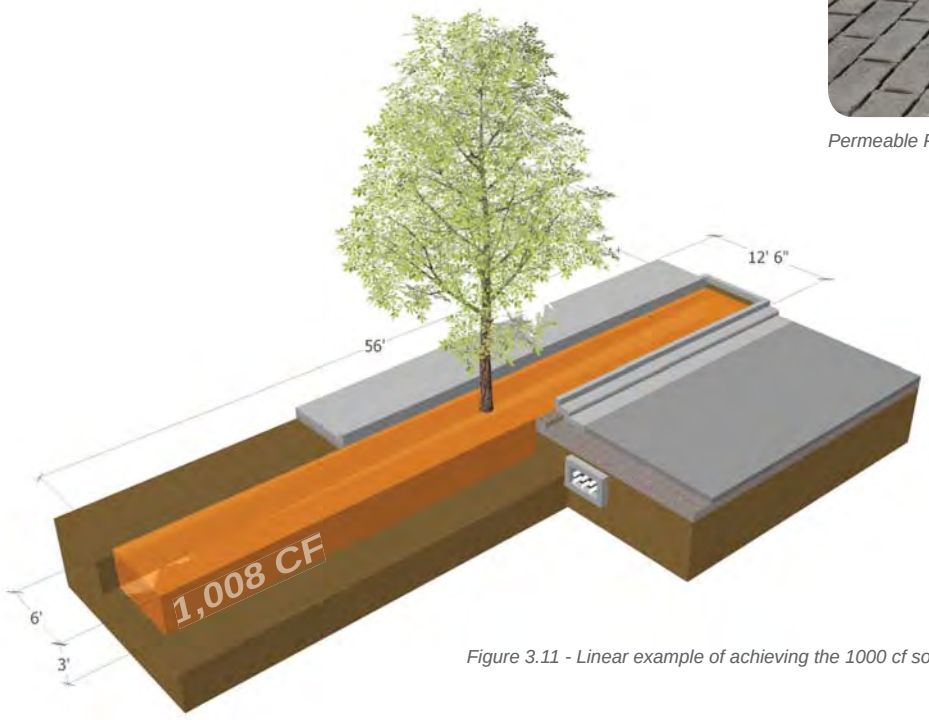


Figure 3.11 - Linear example of achieving the 1000 cf soil volume. (comparable to 8th Street)

Existing Street Tree Planter Renovation

The preferred option for street tree replacement is conjunction with the total reconstruction of the street. Under these reconstruction conditions the required planting requirements for soil volume can be achieved (see Section 3.5 “Tree Design Standards”). However, one of the largest complaints from the public in downtown is about dead or poor/very poor condition trees. An intermediate ‘Tree Planter Renovation’ step is needed to replace street trees on roadways which are not scheduled for full reconstruction for several years or decades. While these renovation standards do not meet the same requirements as a ‘new’ reconstructed planter in Section 3.5, they do allow for the immediate renovation of dead or dying trees and planters. The renovation standards provide improved growing conditions from what currently exists while working around existing utilities and reducing hardscape replacement costs.

Existing Street Planters

There are four primary types of small tree planters to be replaced Downtown.

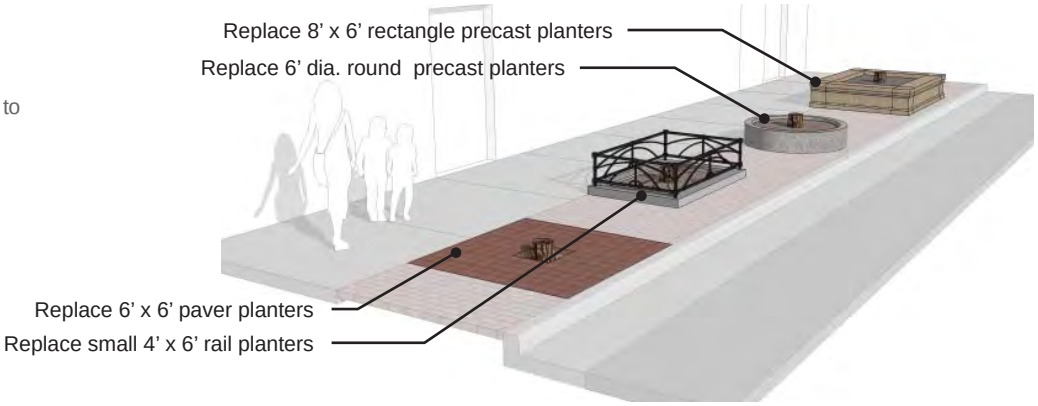


Figure 3.12 - Existing Street Planter Options

Street Planter Renovation: Structural Soils

Existing tree planters and furnishing zone pavement would be removed in an area sized at least 6’ wide by 24’ long and would be excavated to a depth of 4’-0”; small equipment and hand excavation will be required, especially where existing utilities are present. A drainage layer is required at the bottom of each excavation and may either connect into existing storm infrastructure, where available, or a series of 12” diameter by 4’-0” (min) vertical French drains. The excavation would be filled with at least 400 cubic feet of structural soil to provided planting medium yet support the pavement surface. Furnishing zone pavement would be replaced with a pervious paver system that is resistant to deicing chemicals. This solution may also be applied to soil under the pedestrian zone walk, however instead of pavers the pedestrian zone must be replaced with broom finished concrete to provide an acceptable accessible surface.

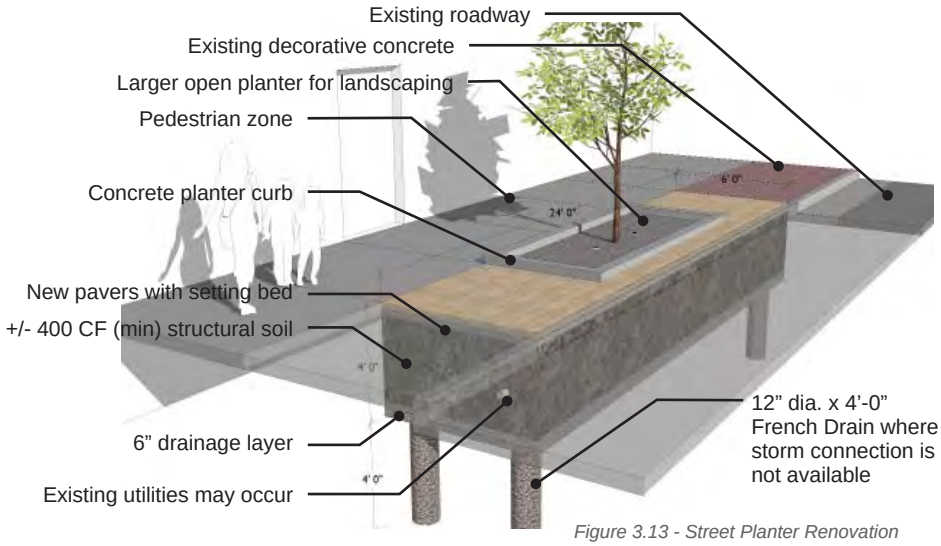


Figure 3.13 - Street Planter Renovation

Street Planter Renovation: Suspended Grate

For the suspended grate system the excavation and preparation would be the same as the structural soil option but at least 400 cubic feet of un-compacted planting soil would be used in place of structural soil. A structural steel grate system would be used to support pavers above the planting soil. A small air space would be remain between the top of the soil and the steel grate system to keep the soil from becoming compacted over time and resist pavers settling or heaving with root growth. This system would not be appropriate in the pedestrian zone but could be used in conjunction with structural soils where an acceptable root zone cannot be accommodated in the furnishing zone alone. Either the structural soil or suspended grate system could be used in conjunction with an open, curbed planting bed (6’x12’ minimum) to provide additional landscape area and reduce material costs for structural soil or grating.

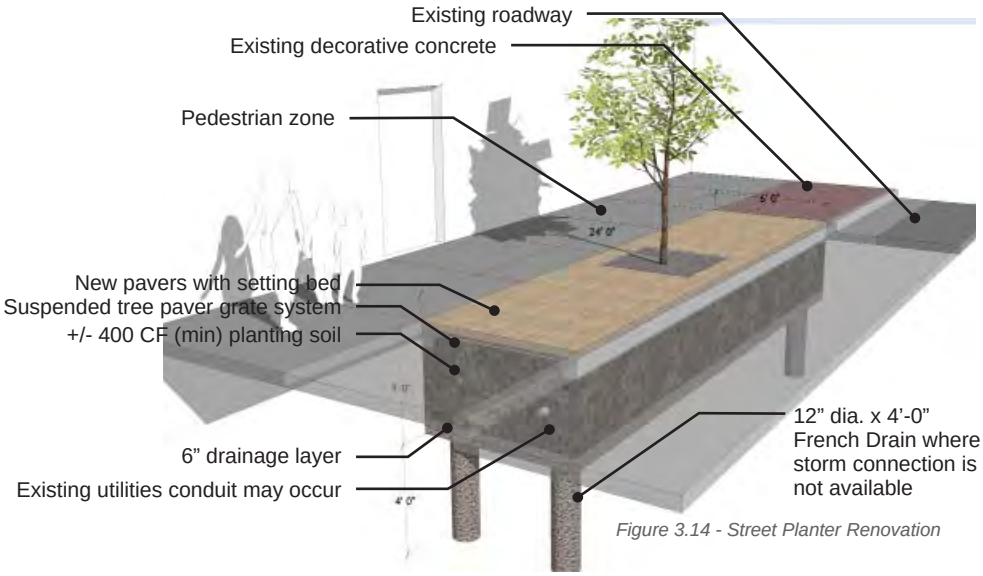


Figure 3.14 - Street Planter Renovation

Dog Waste

A solution to the existing downtown dog waste problem could include the following steps

Enforcement

Increase resources available to enforce the existing policies relating to cleaning up pet waste in SS90.009

Policy Change

Consider a requirement for developers who allow dogs in downtown residential units to dedicate a private space for the use of pets. The space should be on private property and located so it is not a nuisance to the public or to residents who are not dog owners. Require landlords to notify residents of city pet waste policies when signing a rental agreement.

Small Infrastructure

Provide additional trash facilities throughout the downtown study area, incorporate pet waste bags and signage at problem areas.

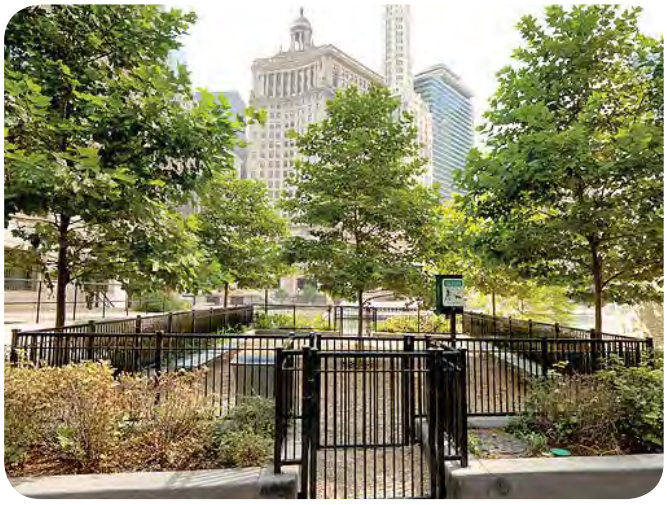
Public Space

Provide a centrally located designated public space for urban dog use.

SS90.009 of the Sioux Falls Charter and Municipal Code
(c) No owner, keeper, caretaker or attendant of an animal shall allow an animal to defecate on public or private property other than his or her own. If the animal does defecate upon public or private property, the owner, keeper, caretaker or attendant must immediately and thoroughly clean the fecal matter from the property.
(d) Anyone walking an animal on public or private property other than his or her own must carry with him or her visible means of cleaning up any fecal matter left by the animal. Animals used in parades or involved in law enforcement are exempt from this section.

SS10.999 GENERAL PENALTY; CONTINUING VIOLATIONS.
(a) Whenever in this Code or any ordinance of the city an act is prohibited or is made or declared to be unlawful or an offense, or wherever in such Code or ordinance the doing of any act is required or the failure to do any act is declared to be unlawful, and no specific penalty is provided therefor, any person who shall be convicted of any such violation shall be fined not more than $500 or imprisoned in the county jail not longer than 30 days, or shall receive both such fine and imprisonment.

Pet Waste Container Example



Small Urban Dog Park

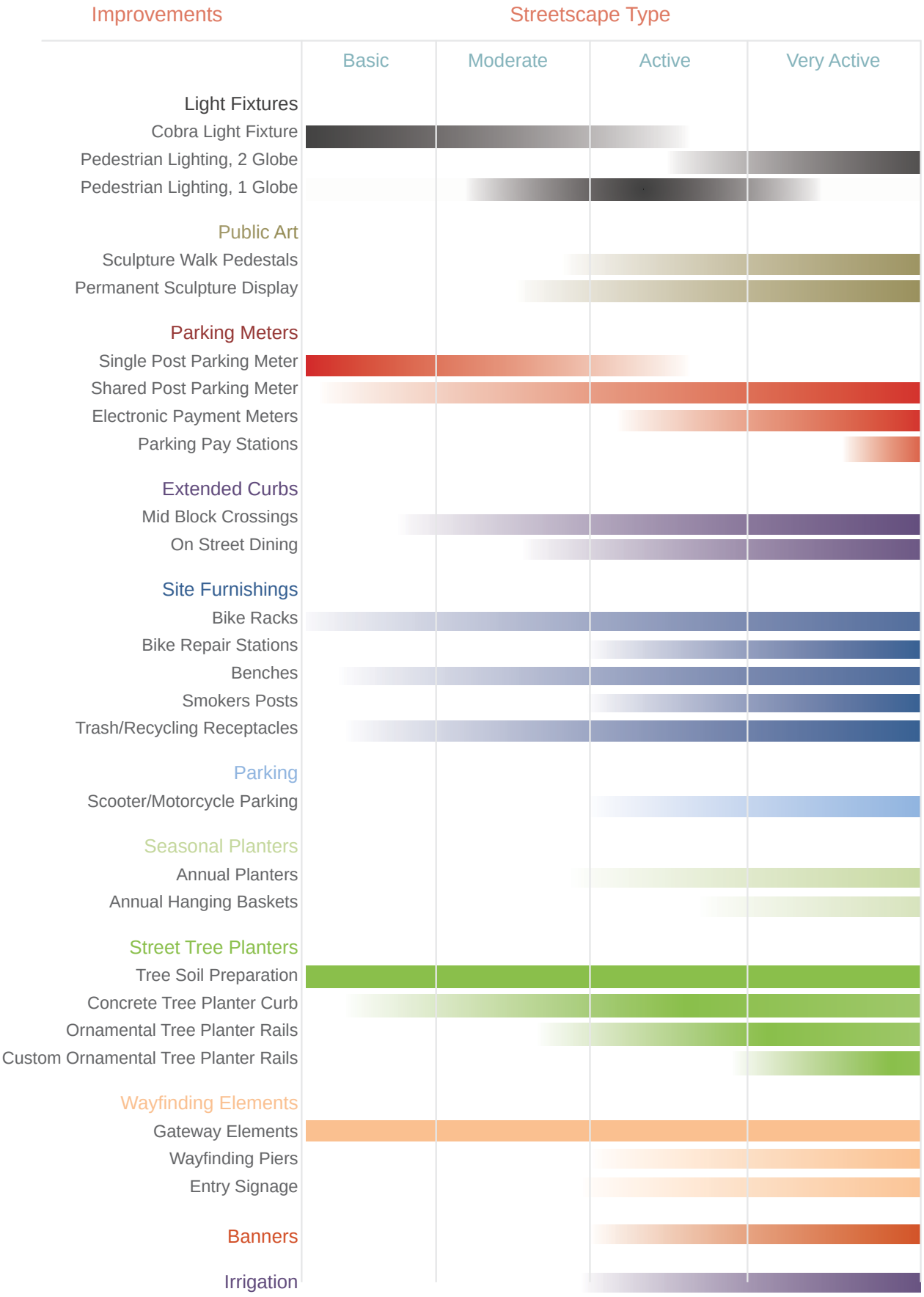
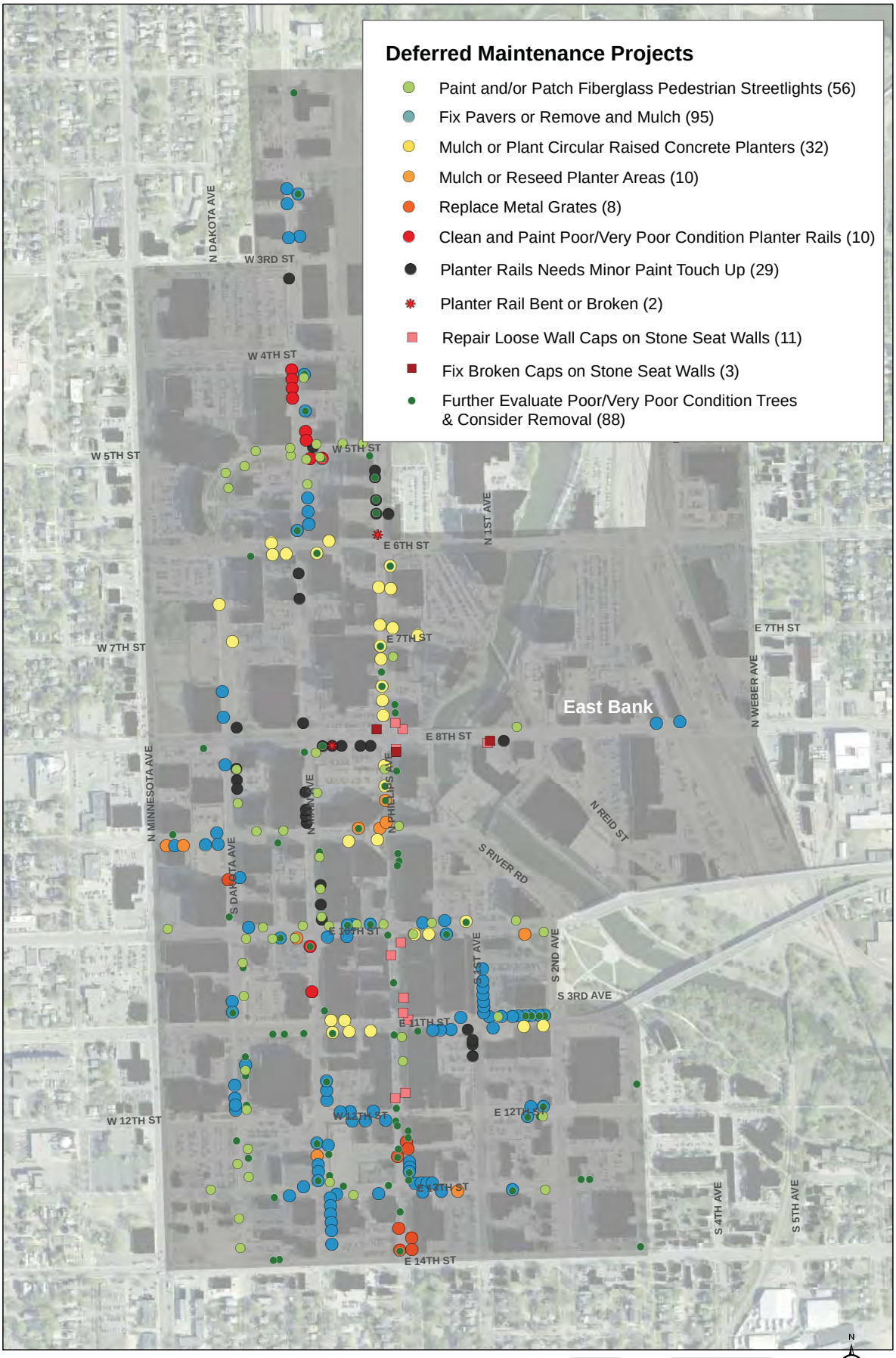


Figure 3.12 - Matrix - Level of Streetscape Improvements

4.0

Future Project Opportunities

There are many future project opportunities for the downtown Sioux Falls streetscape.



Map 4.0 - Deferred Maintenance Opportunities

Deferred Maintenance Projects

Address visual and structural defects related to deferred maintenance items. Ongoing efforts shall be assigned to city departments or private organizations and funding provided in operations budgets.

Banners

- Replace broken banner arms *(9)*
- Replace missing banners *(72)*

Landscape

- Evaluate poor-very poor trees and determine if they need to be removed *(91)*
- Remove poor-very poor condition trees from above grade circle planters *(9)*
- Replace poor-very poor condition trees where the existing larger planter size can accommodate new plantings. Large planters that can accomodate new plantings occur on 6th St, 8th St and select locations on Phillips Avenue between 10th St and 12th St.

Streetlights

- Paint and/or patch fiberglass pedestrian streetlights *(56)*

Planters

- Repair poor & very poor paver planters or remove and mulch *(27)*
- Add mulch and perennial plantings to empty raised circular and rectangular planters *(25)*
- Repaint metal planter rail where poor *(1150 LF)*
- Repair stone and masonry seat walls *(14)*
- Realign sphere shaped annual planters where moved by snow operations
- Develop consistent fall and winter decor program for precast planters *(106)*
- Repair bent/broken planter rail *(2)*

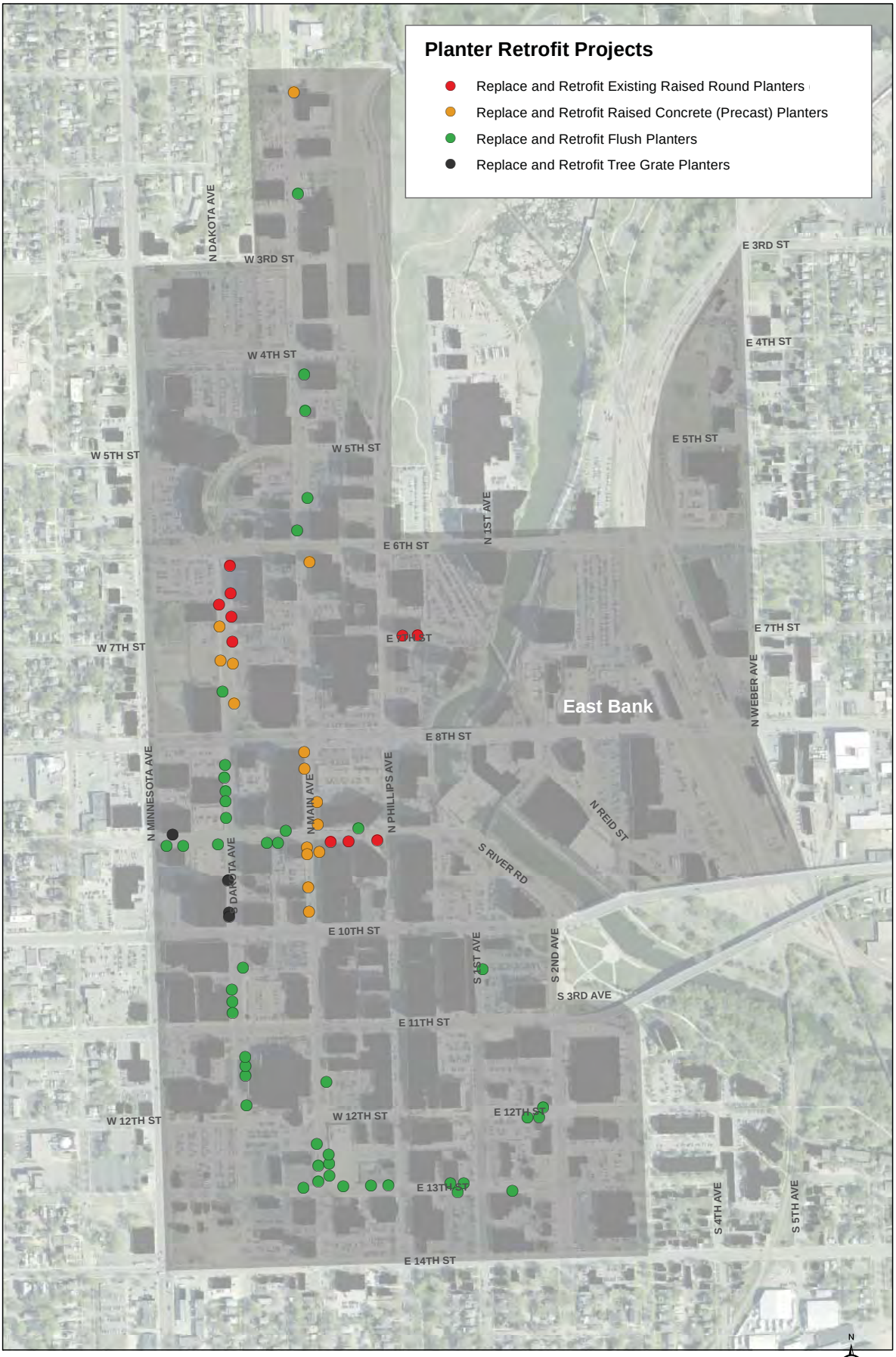
Furnishings

- Repair bent bike loop *(1)*
- Replace precast waste and recycling receptacles with standard metal fixtures and add recycling where not present *(38)*
- Dog waste bags & sign at problem areas

Fix Stone Wall Caps and Re-align Precast Planters

Replace Pavers or Remove and Mulch

Curb Rails to be Repainted



Map 4.1 - Retrofit Project Opportunities

Retrofit Projects

Begin to implement downtown standards in under served areas and address infrastructure improvements required to successfully establish urban street trees along existing roadways.

District Definition

- Implement retrofit projects to reinforce special district designations

  Examples: Washington Pavilion, Warehouse District, Expanded Phillips Avenue Retail Area, East Bank

Transportation

- Expand on road bike facilities and trail connections
- Expand bike rack and scooter parking facilities

Planters

- Add tree plantings and soil improvements to replace dead at grade street tree plantings
- Once existing trees fall below fair condition, remove and retrofit existing raised rectangular planters to expand available soil and provide new tree plantings
- Replace and retrofit existing raised round planters to expand available soil as feasible within site constraints and provide new tree plantings

Furnishings

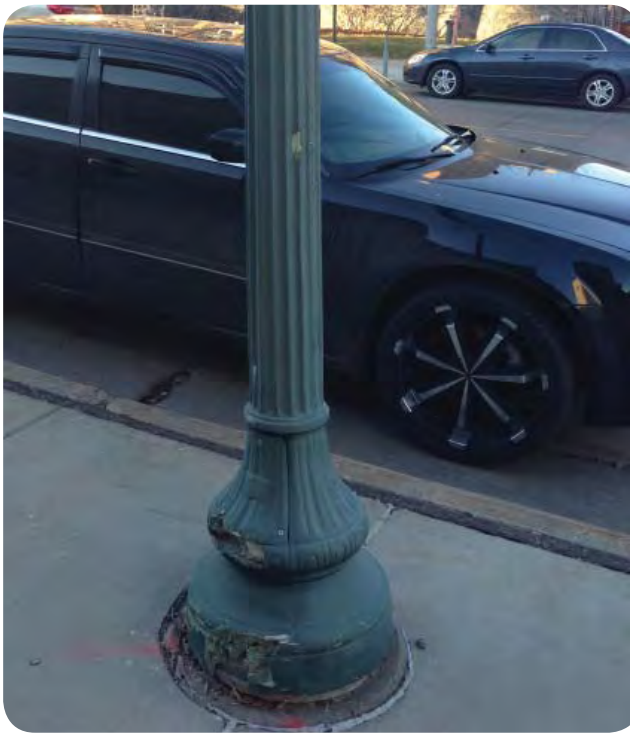
- Expand bench and trash/recycling installations
- Expand dog waste facilities

Lighting

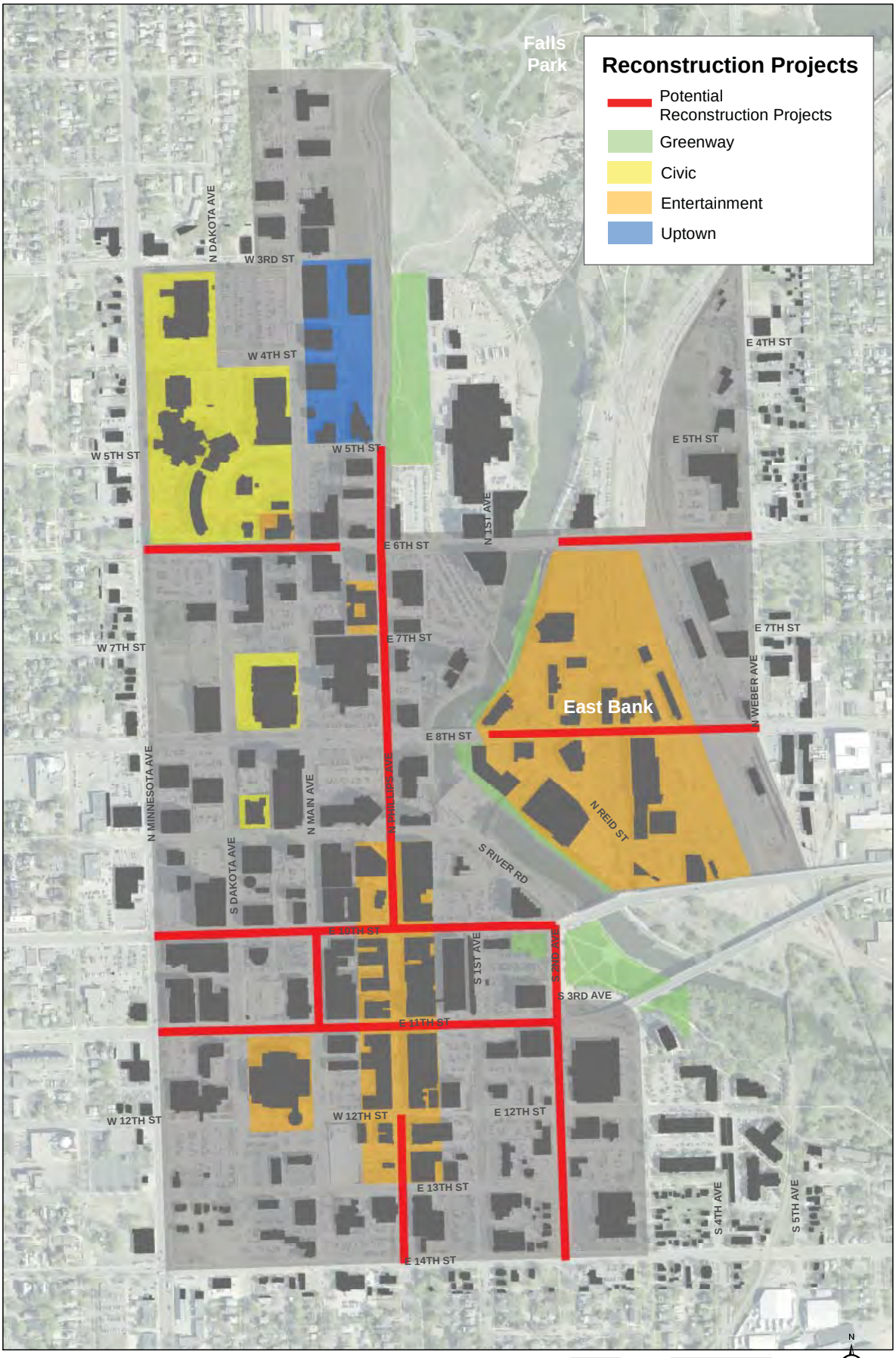
- Develop a program to replace fiberglass pedestrian light poles with aluminum

Washington Pavilion

Provide Additional Benches & Other Site Furnishings



Repair or Replace Pedestrian Fiberglass Lights with Aluminum



Map 4.2 - Potential Reconstruction Project Opportunities

Reconstruction Projects

Upgrade level projects generally initiated by a significant redevelopment project in the existing downtown area. The public right of way should be developed at a level appropriate for the proposed redevelopment and according to standards developed for streetscape construction.

Special Projects

- 10th and Main parking reconstruction and edge definition
- Continue Big Sioux River Greenway loop on both sides of the river between Falls Park and Fawick Park
- Urban plaza renovation *(Pioneer Plaza + Fort Sod)*
- Van Eps Park renovation

Public Streetscape Priorities

- E Eighth Street *(Big Sioux River to Weber Avenue)*
- E Sixth Street *(Big Sioux River to Weber Avenue)*
- W Sixth Street *(1/2 block west of Phillips Avenue to Minnesota Avenue)*
- Phillips Avenue *(10th Street to Falls Park)*
- Phillips Avenue *(12th Street to 14th Street)*
- E 10th Street *(Minnesota to River)*
- E 11th Street *(Minnesota to River)*
- North Main Avenue *(10th Street to 11th Street)*

Future Development Driven Streetscape Projects

- To be determined by redevelopment trends
- Public-private partnerships *(Railroad relocation + others TBD)*

Coordinated Efforts

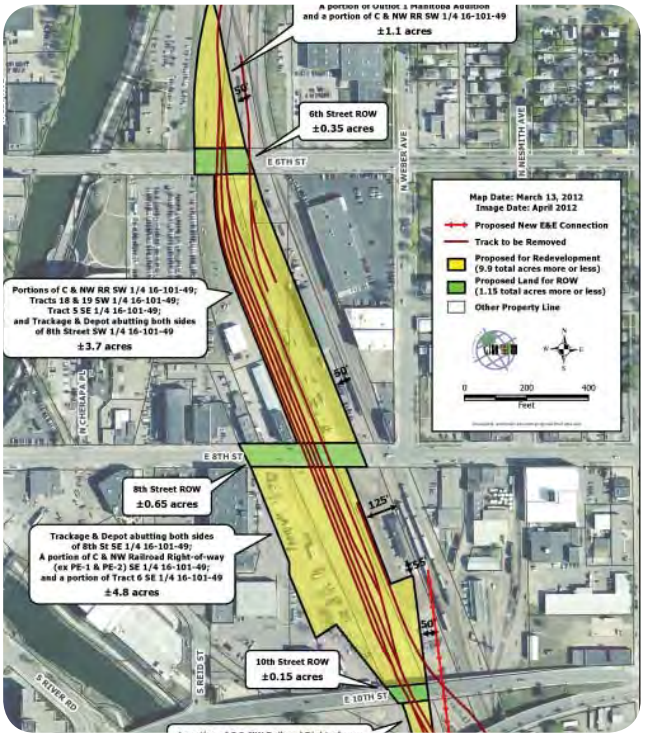
- Coordinate pedestrian safety and streetscape enhancements with Minnesota Avenue reconstruction
- 2025 Downtown Plan
- Downtown gateway elements & unique identifiers *(Minnesota Avenue, Lyons Park, E Sixth Street, 8th & Weber)*

Future Considerations

- Consider a two-way conversion, or two lane roadway diet', on Main Avenue and Dakota Avenue as pedestrian oriented densities continue to increase
- Incorporate street level pedestrian frontages on large-scale redevelopment projects, including parking structures

Streetscape Priority, 10th Street

Downtown Redevelopment Project



Proposed Rail Road Relocation

Project Findings & Recommendations

Category	Recommendations
General	
-Design	• Create detailed Downtown Streetscape Design Standards after completion of 2025 visioning. May include district/neighborhood specific standards • Implement a wayfinding signage plan and standards • Create a streetscape design assistance program or loan program to help private developers implement Downtown Streetscape Design Standards • Incorporate 'Walkability' into Downtown Streetscape Design Standards • Consider converting Main Avenue and Dakota Avenue from one-way traffic to two-way traffic, possibly with diagonal parking or developing "Roadway Diet" programs for more streetscape infrastructure
-Operations	• Create a comprehensive long-term Streetscape Maintenance Plan • Coordinate citywide CIP and deferred maintenance projects between departments • Create a regular inspection/reporting process to identify streetscape maintenance needs. Consider PALS or DTSF watering/sweeping staff • Increase the number of downtown intersection pedestrian counts • Merge GIS information from this study into the city system and identify a process to update it over time • Record drawings for streetscape projects should be stored in a location on the server that can be accessed by city staff located outside of City Hall
-Funding	• As streetscape expands increase City Operations budgets to incorporate deferred maintenance (metal rail, lighting, mulching, plant replacements) and ongoing maintenance • Community Foundation Grants • DTSF to apply for Chamber of Commerce Community Appeals funding for downtown beautification projects • Explore public-private funding opportunities
Sidewalks & Bumpouts	• 10th and Main parking lot streetscape improvement and parking buffer project • Include corner bumpouts with street reconstruction projects • Create a petition process to add outdoor dining bumpouts/and or parklets in designated areas of need (ie Main Avenue) • Develop a program to remove/steam clean food waste and gum from sidewalks • Install temporary marker posts at all raised objects and planter curbs prior to winter plowing season
Community Identifiers	• Identify locations and design standards in Downtown Streetscape Master Plan
Banners	• Work with DTSF to develop a long term plan to repair and utilize existing banner arms. • Designate priority areas for banner installations; quantity of banners should be limited, in part, by ongoing maintenance resources • Continue neighborhood specific banner designs • Review legality of banners with the Sioux Falls Zoning Ordinance, revise ordinance as required
Public Art	• Continued coordination with Sculpture Walk • Integrate permanent sculpture bases into reconstruction projects, incorporate accent light where practical

Project Findings & Recommendations

Category	Recommendations
Trees & Tree Planters	• Encourage appropriate species diversity into urban tree plantings • Create Engineering Design Streetscape Standards and details that are applicable to both public reconstruction and private redevelopment projects • Include below grade infrastructure as needed to provide 1000 CF of soil to tree plantings for all new reconstruction projects • Develop retrofit planting solutions for recently reconstructed street projects where tree plantings have been unsuccessful but 1000 CF soil retrofits cannot be implemented without major sidewalk replacement and utility relocation projects. Merge tree inventory data into Parks & Recreation Tree Works GIS program. • Replace poor and very poor condition pavers within at grade planters
Annual Planters	• Limit the use of precast concrete annual planters to high impact corners/gateways and as a buffer between roadways and outdoor dining bumpouts • Continue DTSF hanging basket program • Secure regular funding for fall and winter seasonal decorations in precast annual planters
Site Furnishings	• Identify downtown standards for furnishings • Include furnishings in new street reconstruction projects • Address receptacles for cigarette butts • Expand the placement of furnishings throughout downtown area
-Trash & Recycling	• Replace precast trash and recycling units with metal containers • Pair all trash receptacles with recycling receptacles • Coordinate uniform color for recycling with Sioux Falls Sustainability Coordinator • Retrofit existing metal recycling receptacles with rain hoods to meet new city ordinance • Add dispensers for dog waste bags at areas of need, coordinate with potential DTSF program
-Benches	• Incorporate benches along Main Avenue and other recently completed street projects • Consider center arm rest or skate stoppers in bench standard
- Bike Racks	• Incorporate more bike racks at mid-block locations
Electrical/Lighting	• Provide ongoing funding for projects to patch and paint fiberglass pedestrian light poles • Continue standard to incorporate aluminum pedestrian light poles on reconstruction projects • Add a separate layer in GIS to record streetscape electrical items such as outlets, irrigation controls and accent lighting • Implement and manage an on-demand electrical contract to maintain electrical infrastructure, other than street lights, within the right-of-way; funded by street department. • Address the use of tree uplighting in Downtown Streetscape Design Standards • Consider LED lamps in pedestrian light fixtures for longer service life and reduced energy costs • Bury overhead power/utility lines

5 Year Implementation Priorities: Deferred Maintenance & Retrofit Projects

Deferred maintenance costs to be fully incorporated into operations budgets by year 5

	Qty	Unit	Unit Cost	Total
General				
Downtown Streetscape Design Standards (planning fee)	1	ALW	$85,000.00	$85,000.00
Sidewalks & Bumpouts				
10th and Main streetscape reconstruction and parking lot buffer	1	EA	$300,000.00	$300,000.00
Community Identifiers				
Paint Trolley Stop and Phillips Avenue Piers	6	EA	$1,000.00	$6,000.00
Trees & Tree Planters				
Replace pavers at on grade tree plantings (poor/very poor paver condition)	65	EA	$750.00	$48,750.00
Retrofit on-grade tree plantings (poor/very poor tree conditions)	83	EA	$7,500.00	$622,500.00
Remove and retrofit existing raised tree planters (all conditions)	64	EA	$7,500.00	$480,000.00
Repair/replace damaged planter rail	1	ALW	$25,000.00	$25,000.00
Repaint galvanized planter rail: immediate need (22)	739	LF	$15.00	$11,085.00
Repair and repaint ungalvanized planter rail: immediate need (15)	412	LF	$25.00	$10,300.00
Repaint galvanized planter rail: years 2-5	2000	LF	$15.00	$30,000.00
Reset loose precast wall caps (8th Street)	6	EA	$250.00	$1,500.00
Replace broken precast wall caps (8th Street)	3	EA	$700.00	$2,100.00
Tuckpoint Phillips Avenue Stone Seatwalls	7	EA	$500.00	$3,500.00
Annual Planters				
Reset precast globe planters where moved by snow removal	20	EA	$100.00	$2,000.00
Site Furnishings				
Replace precast trash & recycling; pair with recycling	80	EA	$2,000.00	$160,000.00
Add rain bonnet to existing recycling receptacles	22	EA	$400.00	$8,800.00
Repair/replace bent bike loop	1	EA	$800.00	$800.00
Electrical & Lighting				
Patch/paint fiberglass light poles (fair condition)	56	EA	$500.00	$28,000.00
		Total		**$1,825,335.00**

Year 1 | 2014	Qty	Unit	Unit Cost	Total
Paint Trolley Stop and Phillips Avenue Piers	6	EA	$1,000.00	$6,000.00
Retrofit on-grade tree plantings (poor/very poor tree conditions)	3	EA	$7,500.00	$22,500.00
Remove and retrofit existing raised tree planters (all conditions)	2	EA	$7,500.00	$15,000.00
Repair/replace damaged planter rail	1	ALW	$5,000.00	$5,000.00
Repaint galvanized planter rail: immediate need (22)	739	LF	$15.00	$11,085.00
Repair and repaint ungalvanized planter rail: immediate need (15)	412	LF	$25.00	$10,300.00
Reset loose precast wall caps (8th Street)	6	EA	$250.00	$1,500.00
Replace broken precast wall caps (8th Street)	3	EA	$700.00	$2,100.00
Repair/replace bent bike loop	1	EA	$800.00	$800.00
Total				**$74,285.00**

Year 2 | 2015	Qty	Unit	Unit Cost	Total
Downtown Streetscape Design Standards (planning fee)	1	ALW	$85,000.00	$85,000.00
Replace pavers at on grade tree plantings (poor/very poor paver condition)	65	EA	$750.00	$48,750.00
Retrofit on-grade tree plantings (poor/very poor tree conditions)	12	EA	$7,500.00	$90,000.00
Remove and retrofit existing raised tree planters (all conditions)	8	EA	$7,500.00	$60,000.00
Repair/replace damaged planter rail	1	ALW	$5,000.00	$5,000.00
Repaint galvanized planter rail	500	LF	$15.00	$7,500.00
Reset precast globe planters where moved by snow removal	20	EA	$100.00	$2,000.00
Replace precast trash & recycling; pair with recycling	80	EA	$2,000.00	$160,000.00
Add rain bonnet to existing recycling receptacles	22	EA	$400.00	$8,800.00
Patch/paint fiberglass light poles (fair condition)	56	EA	$500.00	$28,000.00
2% annual inflation				$9,901.00
Total				**$504,951.00**

Year 3 | 2016	Qty	Unit	Unit Cost	Total
10th and Main streetscape reconstruction and parking lot buffer	1	EA	$300,000.00	$300,000.00
Retrofit on-grade tree plantings (poor/very poor tree conditions)	12	EA	$7,500.00	$90,000.00
Remove and retrofit existing raised tree planters (all conditions)	10	EA	$7,500.00	$75,000.00
Repair/replace damaged planter rail	1	ALW	$5,000.00	$5,000.00
Repaint galvanized planter rail	500	LF	$15.00	$7,500.00
Tuckpoint Phillips Avenue Stone Seatwalls	7	EA	$500.00	$3,500.00
2% annual inflation; compounded				$19,240.00
Total				**$500,240.00**

Year 4 | 2017	Qty	Unit	Unit Cost	Total
Retrofit on-grade tree plantings (poor/very poor tree conditions)	36	EA	$7,500.00	$270,000.00
Remove and retrofit existing raised tree planters (all conditions)	24	EA	$7,500.00	$180,000.00
Repair/replace damaged planter rail	1	ALW	$5,000.00	$5,000.00
Repaint galvanized planter rail	500	LF	$15.00	$7,500.00
2% annual inflation; compounded				$27,750.00
Total				**$490,250.00**

Year 5 | 2018	Qty	Unit	Unit Cost	Total
Retrofit on-grade tree plantings (poor/very poor tree conditions)	20	EA	$7,500.00	$150,000.00
Remove and retrofit existing raised tree planters (all conditions)	20	EA	$7,500.00	$150,000.00
Repair/replace damaged planter rail	1	ALW	$5,000.00	$5,000.00
Repaint galvanized planter rail	500	LF	$15.00	$7,500.00
2% annual inflation; compounded				$25,000.00
Total				**$337,500.00**

5.0

Maintenance and Management Responsibilities

This section serves as a guide to the different public agencies and their associated maintenance and management responsibilities.

Maintenance and Management Responsibilities

Agency	Agency Responsibility
Adjacent Landowner/Developer	• Mowing of boulevards • Replace broken walks (gray concrete) • Sidewalk snow removal (private property owners asked to push snow from walks into gutter for street department to pick up) • Water newly planted trees that were installed by the property owner
Downtown Sioux Falls (DTSF)	• Annual planter maintenance, and watering with seasonal staff • Maintain and identify banners on street lights • Hanging annual basket planter installation & maintenance • Occasionally organizes volunteers to complete streetscape tasks (ie painting of Phillips Ave. planter rails in 2013) • Pick up litter • Seasonal Decorations • Sidewalk sweeping • Sidewalk weed removal project
Sioux Falls Community Development	• Administers the Business Improvement District (BID) • Financially supports DTSF through the BID • Issues outdoor sidewalk permits, renewed annually • Oversees the Downtown Design Review process • PALS (formerly known as Parking Patrol) • Public parking maintains sidewalks adjacent to 4 parking ramps and 15 surface lots. • Review of basic streetscape elements & standards*
Sioux Falls Parks & Recreation Department	• Annual watering after DTSF seasonal help is unavailable (typically in late August) • Annual planting in precast concrete planters • Review planter designs on streetscape projects • Approve tree species to be planted • Determine if trees require pruning • Determine if trees need control of insect and disease problems • Determine if tree grates require maintenance • Plant maintenance and mulching in streetscape landscape beds • Tree planting, watering, and removal • Irrigation inspection & repair. Annual backflow testing & maintenance (where applicable) • Winterize & spring start up of irrigation systems within R.O.W. • 8th street median annual planter maintenance • Review of basic streetscape elements & standards*
Sioux Falls Central Services - Sioux Falls Facilities Management	• Maintenance of city owned art • Oversees trash & recycling receptacles are emptied by hired subcontractor

Maintenance and Management Responsibilities

Agency	Agency Responsibility
Sioux Falls Planning Department	• Management of Sculpture Walk • Transit shelters & benches (Planning & Sioux Area Metro) • Review of basic streetscape elements & standards*
Sioux Falls Public Works	

- Engineering	• CIP funding of streetscape renovation projects
	• Fund annual banner repair
	• Coordinates new or replacement streets signs
	• Coordinates replacement of stamped concrete & pedestrian bump outs
	• Coordinates street closures for events
	• Street tree planters
	  - Rail damage repair
	  - Concrete curb
	• Masonry repair
	• Paver maintenance
	• Review of basic streetscape elements & standards*
	• Record/document electrical items within R.O.W. not associated with street lighting system

- Light & Power	• Install DTSF Christmas decorations (wreaths) on street light shafts (Phillips & Dakota Avenue from 6th to 14th Street) • Storage of downtown streetscape Christmas decorations (wreaths & garland) • Coordinate repair of the electrical outlets on all street light shafts that provide power for Christmas decorations • Monitor, maintain, and upgrade street lighting • Replace burned out bulbs in both high mast and historical lights • Coordinate repair/maintenance of electrical items within R.O.W. not associated with streetlighting system with a licensed electrician
- Street Department	• Curb and road panel replacement is completed under the street department budget. • Graffiti removal within 24 hours, except on art • Small, short notice concrete projects (SF Streets has concrete crew) • Sweeps downtown streets before large events • Demolition & paving of tree planting sites that are not suitable for tree replacement • Street tree planters - Regular rail painting
- Water Purification	• Coordinates fire hydrant repainting

* Cooperative effort between Community Development, Engineering, Parks, and Planning

6.0

Appendices

The appendices includes the comment form results, questions/concerns, suggestions, and meeting notes from meetings with key stakeholders.

Comment Form

Downtown Streetscape Assessment & Standards

Downtown Sioux Falls, South Dakota

Information

Name: _____ Date: _____

Phone: _____ Email Address: _____

Organization represented: _____

This form's intent is to develop an understanding of immediate maintenance, re-occuring maintenance, and reconstruction priorities of interested persons, stakeholders, and organizations involved in the downtown area.

1. Please rate the following streetscape elements based on the priority you feel they have on the identity of the downtown Sioux Falls streetscape?

	low — Priority Level — high					comments
Gateways and Entry Signage/Markers	1	2	3	4	5	
Street Trees	1	2	3	4	5	
Improved crosswalk/bumpout design/materials	1	2	3	4	5	
Decorative street lighting	1	2	3	4	5	
Decorative banners	1	2	3	4	5	
Wayfinding signage	1	2	3	4	5	
Street Furniture (benches, trash & recycling, etc.)	1	2	3	4	5	
Public Art	1	2	3	4	5	
Seasonal Planters	1	2	3	4	5	
Bike Facilities (on road paths, bike racks, etc.)	1	2	3	4	5	
Dog Facilties (Waste Stations, green space, etc.)	1	2	3	4	5	
Downtown Parks/Public Space	1	2	3	4	5	
Other: _____	1	2	3	4	5	

2. What do you feel is the most important re-occuring maintenance for the downtown streetscape? (metal rails, trees, etc.)

3. If you could change one thing immediately about the downtown streetscape, what would it be?

4. In your mind, what are the biggest streetscape reconstruction priorities for downtown Sioux Falls?

5. In regards to recent streetscape projects installed downtown, (ie Sixth, 8th, Phillips) are there:
   Things you liked?

   Things you disliked?

** Email address to return if you wish to complete at a later date: jcoryell@thinkconfluence.com (Jake)*

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Figure 6.0 - Comment Form

Comment Form Results

Listed below are the results returned by stakeholders who were involved in input meetings regarding the streetscape and its associated maintenance.

Sioux Falls Downtown Identity:

Figure 6.0 on the right illustrates the average of priority levels for each streetscape element. Some additional streetscape elements were identified by some of the stakeholders such as:

- Parking
- Utility lines
- Conversion of Main Avenue and Dakota Avenue to two-way traffic
- Sidewalk condition

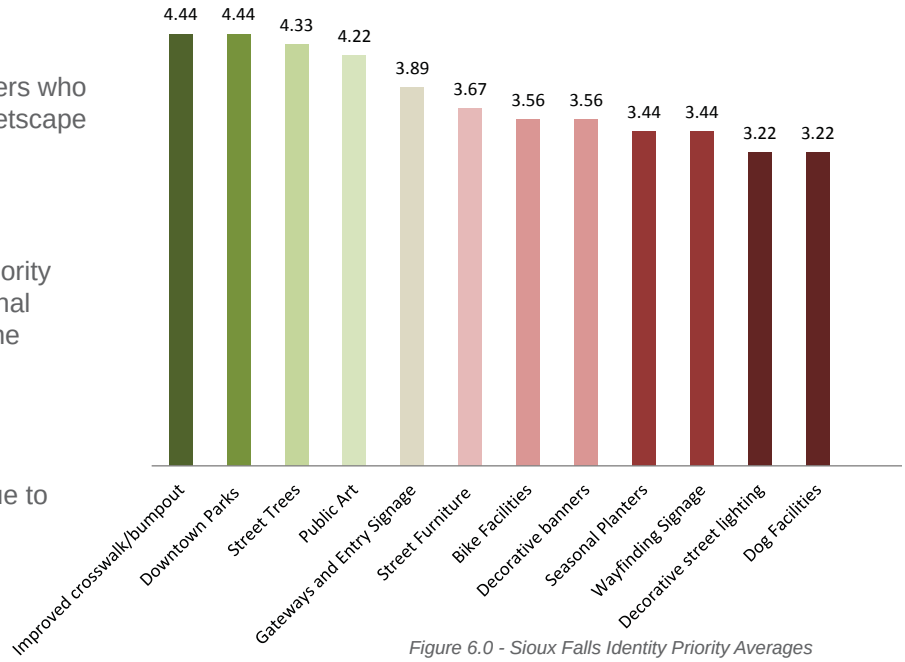

Figure 6.0 - Sioux Falls Identity Priority Averages

Important Reoccurring Maintenance:

- Trees and replacement strategies
- Ensuring paint stays on metal furnishings, worn banners replaced, dead trees replaced, and sidewalks repaired that have deteriorated or have significant cracks
- Sidewalks and planter beds.
- Must keep stamped and colored concrete looking good.
- Planters in disrepair look really shabby
- Trees, paint on metal
- Street cleaning and overall maintenance of trees, planters, and other displays
- Planters/flowers

Change One Thing Immediately:

- Add more color - less gray concrete
- Paint flaking off street furniture, and unsightly trash cans
- Width of streets; they are too wide with too many lanes
- Wider sidewalks and more landscaping/hardscaping
- Old, ugly planters on Main Avenue
- More efficient lighting and removal of above-ground utilities
- Update garbage/recycling cans for beauty and ease of use (particularly easy emptying during events)
- Eliminate one way traffic on Main and Dakota
- Implement additional street sweeping & consistent schedule

Biggest Reconstruction Priorities:

- Creating "furniture zones" including furnishings like benches, art, tree/shrub areas, on as many streets as possible
- Main Avenue - return to two-way and include the necessary elements similar to Phillips: street trees, benches, lighting, etc. This avenue has the potential to be something special
- Soils - improve options for opening up area to improve planting/growing conditions
- Signs - having limited setbacks and parking areas limits sign allowance
- Continue reconstruction of 6th Street to Minnesota extending this look to Main and Dakota Ave, 8th & 6th to Weber and inclusion of Railroad Quiet Zone
- Bury the utility lines east of the river on 6th Street
- Added bumpouts by crosswalks
- Sustainability, automatic watering for planters

Recent Streetscape Projects:

Liked?

- Use of quartzite, green elements, more furnishings
- The unique elements incorporated into streetscape: planters, plantings, and gateways
- Median planters, especially with the larger structures and light elements
- Pedestrian break - midway
- Really like medians - where possible
- Really like the wider sidewalks and landscaping
- Use of quartzite pavers
- Overall, very well done
- Improved bumpouts and pedestrian crosswalks
- Gateways and location indicators in the medians
- Pier banner stands
- Trees

Disliked?

- Removal of trees - very sad, but I understand why they had to go. I just wonder why more were not added.
- Subcontractors lack of concern for property owners during construction
- Lack of consistency of recycling/trash receptacles
- Added maintenance needs
- Not enough trees, landscaping, public art

Stakeholder Meeting Notes

The following pages reflect the meeting notes from the stakeholder meetings. Listed below are the individuals who were involved and represented their city department/organization.

Sioux Falls Light and Power (February 12, 2014)

- Mike Burkard (SF L&P), John Larson (SF L&P), Terry Adams (SF L&P), Dena Knutson (SF Engineering), Confluence Staff

Stake Holder Meeting #1 (February 12, 2014)

- Jeff Scherschligt (Cherapa), Steve Hildebrand (Josiah's), Confluence Staff

Sioux Falls Street Department (February 13, 2014)

- Galynn Huber (SF Street Department), Dena Knutson (SF Engineering), Confluence Staff

Stake Holder Meeting #2 (February 18, 2014)

- Jim Clark (Sculpture Walk), Hugh Dodson & Joe Beck (Raven), Steve Metli (retired SF Planning Director), Erica Beck (Lloyd), Dan Statema (First Dakota National Bank), Dena Knutson (SF Engineering), Confluence Staff

Sioux Falls Community Development (February 19, 2014)

- Adam Roach (SF Comm. Dev.), Darrin Smith (SF Comm. Dev.), Brent O'Neil (SF Comm. Dev.), Dustin Powers (SF Comm. Dev.), Matt Nelson (SF Public Parking), Dena Knutson (SF Engineering), Confluence Staff

Sioux Falls Parks & Recreation Department (February 24, 2014)

- Don Kearney (SF Parks & Rec.), Kelby Mieras (SF Parks & Rec.), Loren Beard (SF Parks & Rec.), Dena Knutson (SF Engineering), Confluence Staff

Downtown Sioux Falls (February 26, 2014)

- Jason Dennison (DTSF), Maureen Ohm (DTSF), Stacy Jans (DTSF), Brienne Maner (DTSF), Dena Knutson (SF Engineering), Confluence Staff

Stake Holder Meeting #3 (March 11, 2014)

- Stacy Newcomb (Parker's Bistro), James Wiederrich (Woods Fuller), Dena Knutson (SF Engineering), Confluence Staff

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment
Project #:	13045SF
Date/ Time:	February 12, 2014 / 1:30 pm
Location:	Sioux Falls Power & Light Office
Re:	Review of Draft Assessment Document

Attendees:	Mike Burkard – SF Light & Power	mbuarkard@siouxfalls.org
	John Larsen – SF Light & Power	jlarsen@siouxfalls.org
	Terry Adams – SF Light & Power	tadams@siouxfalls.org
	Dena Knutson – SF Engineering	dknutson@siouxfalls.org
	Jake Coryell – Confluence	jcoryell@thinkconfluence.com
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing conditions and operations:

1. SFL&P priority is to monitor and maintain street lighting. SFL&P will often repair outlets if they are attached to a street light pole.
2. SFL&P has some money in the CIP (approx. $4000) for repair and painting for a few of the fiberglass pedestrian poles. Fiberglass can be damaged by snow removal and needs to be repaired prior to painting. This work is typically completed without removing the pole.
3. The oldest pedestrian light fixtures are on Phillips Avenue between 12th and 14th Streets.
4. One concrete light pole has been installed in the downtown area as a test. Concerns are with the weight of the pole for service. Also, the hand hole in the pole is very small and an in grade junction box is required adjacent to the pole to make connections.
5. SFL&P has helped in the past but has no ongoing responsibility for banners fixed to the light poles. Banner arms are not recorded on the GIS system. Some of the hardware on banner arms directly attached to the street light poles breaks easily and is difficult to repair.
6. The condition of existing lighting is periodically monitored but not on a pre-determined time interval. Calls are typically received to notify SFL&P of fixtures in need of bulb replacements.
7. SFL&P installs and stores holiday wreaths and garland for DTSF. These are installed before the Parade of Lights and removed by mid-January. Outlets for holiday lighting are on separate controls from the street lighting.
8. The current design trend is for reconstruction projects in downtown to use primarily pedestrian type poles and limit the number of cobra head type fixtures.
9. SFL&P has used aluminum poles by King Lighting in the past but have had problems with paint adhesion. One example is on 6th Street between Prairie and West Avenue, also on 6th Street at Cherapa Place. Some of these poles have been dry ice blasted and repainted.
10. Fiberglass poles are Shakespeare brand and have not been installed for about 10 years. Banner arms and/or planters cannot be accommodated by fiberglass poles.
11. Sternberg fixtures are currently being used for historic, pedestrian lighting.

Questions/concerns:

1. Accent lighting, irrigation controls and outlets not attached to street lighting are not being recorded on the city GIS system. SFL&P does not have a record of where these are located,

how they are fed or controlled and does not have a licensed electrician on staff with the ability to maintain these facilities.

Suggestions for improvements:

1. Assign a dedicated GIS tech to record electrical utilities within park property. These improvements are currently not being recorded adequately. SFL&P is sometimes asked to help with locates but this is difficult and time consuming without adequate records.
2. Recommend adding a separate layer in GIS and begin to record streetscape electrical items such as outlets, irrigation controls and accent lighting installed within the public right of way.
3. Record drawings for city projects are currently stored on the (J:) drive and are only accessible from inside City Hall. Recommend storing on the (S:) drive so they are accessible to other departments outside City Hall.
4. Would like to consider LED lamps in pedestrian light fixtures for longer service life.

**Comments, additions, or corrections to this memo should be communicated in writing to Confluence within seven (7) days of issuance. If no comments are received within that period, this memo will be assumed accurate and filed as part of the permanent record for this project.*

Respectfully,
Confluence

Chad Kucker, ASLA
Associate

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment	
Project #:	13045SF	
Date/ Time:	February 12, 2014 / 3:30 pm	
Location:	Confluence	
Re:	Review of Draft Assessment Document	
Attendees:	Jeff Scherschligt – Cherapa Place	jscherschligt@howaltmcdowell.com
	Steve Hildebrand – Josiah's	steve@hildebrandstrategies.com
	Jake Coryell – Confluence	jcoryell@thinkconfluence.com
	Jon Jacobson - Confluence	jjacobson@thinkconfluence.com
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing conditions:

1. Dislike the trash/recycling containers where they are placed directly in front of quartzite seat walls. They hide the walls and make them difficult to sit on.
2. The 8th Street East Bank gateway piers are lost with the large hotel buildings on each side of the street.
3. There are too many banners on street lights.

Questions/concerns:

1. What is the CIP schedule for East 6th and 8th Street reconstruction to Weber Avenue?
2. Why are trees lit on the new 6th Street project but not on Phillips Avenue?

Suggestions for improvements:

1. Suggest distinct design standards to differentiate neighborhoods/districts downtown.
2. Consider converting Main Avenue from one-way to two-way traffic to promote shops/retail.
3. Study feasibility of converting 8th Street parallel parking to diagonal parking in East Bank.

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Respectfully,
Confluence

Chad Kucker, ASLA
Associate

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment	
Project #:	13045SF	
Date/ Time:	February 13, 2014 / 9:00 am	
Location:	Street Department	
Re:	Review of Draft Assessment Document	
Attendees:	Galynn Huber – SF Street Department	ghuber@siouxfalls.org
	Dena Knutson – SF Engineering	dknutson@siouxfalls.org
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing conditions and operations:

1. Snow removal in downtown area: The street department cooperates with DTSF to notify downtown business owners/residents of snow removal operations, especially for small snow events where a snow alert has not been issued. Private property owners are asked to push the snow from the walks into the gutter pan. The street department picks up snow and trucks it away. All snow removal work downtown is done after midnight.
2. The street department sweeps streets before large events. DTSF regularly sweeps sidewalks and active routes.
3. The street department typically removes graffiti within 24 hours, except not on art.
4. Curb and road panel replacement is completed under the street department budget. Annual contracts are in place for small projects. The street department has a concrete crew for small, short notice projects.
5. Brad Maddox with Water Purification coordinates fire hydrant repainting.
6. Heath Hoftiezer coordinates street closures for events as well as new or replacement street signs.

Questions/concerns:

1. Painting and maintenance of streetscape items is not addressed by current operations.

Suggestions for improvements:

1. Galynn suggests having an organization that regularly inspects the downtown area for needs. Possibly develop a checklist that could be reviewed by parking patrol or the DTSF watering/street sweeping crew and needs reported to the proper contact.
2. Galynn recommends installing marker posts on all raised objects (either seasonal or permanent) due to poor visibility with night plowing in storm conditions.

Follow up items:

1. Novak Sanitary currently has the contract to empty trash and recycling receptacles. Parking Patrol notifies Patrick Wood if any were missed. Jamison Reginek coordinates additional pickups with Patrick if required for downtown events.

2. Jan Clary reports that private property owners are responsible for sidewalk repairs, except the city has recently taken responsibility for repair of stamped and colored concrete as well with curb ramp corners.

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Respectfully,
Confluence

Chad Kucker, ASLA
Associate

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment	
Project #:	13045SF	
Date/ Time:	February 18, 2014 / 1:30 pm	
Location:	Confluence	
Re:	Review of Draft Assessment Document	
Attendees:	Jim Clark – Sculpture Walk	sculpturewalksf.gmail.com
	Hugh Dodson - Raven	Hugh.dodson@ravenind.com
	Joe Beck – Raven	Joe.beck@ravenind.com
	Steve Metli	smetli@sio.midco.net
	Erica Beck – Lloyd Companies	Erica@lloydcompanies.com
	Dan Statema – First Dakota National Bank	dstatema@loftadvisors.com
	Dena Knutson – SF Engineering	dknutson@siouxfalls.org
	Jake Coryell – Confluence	jcoryell@thinkconfluence.com
	Jon Jacobson - Confluence	jjacobson@thinkconfluence.com
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing conditions:

1. Replace the existing concrete receptacles, many are in poor condition and doors do not stay closed.
2. A Falls Park Sculpture Walk is planned in Falls Park West between Phillips Avenue and the upper falls.

Questions/concerns:

1. How is the CVB involved in banner installation/updates?
2. Who is assigned to pick up litter in landscape planter areas?

Suggestions for improvements:

1. A standard design should be used for trash and recycling receptacles.
2. Consider center armrests on benches to discourage loitering.
3. Lighting should be more uniform.
4. Address cigarette butts; this is especially a problem outside bars.
5. Regularly steam clean/pressure wash food stains from the pavement.
6. Consider/emphasize available view sheds in the downtown area.
7. Add more/better way finding signage is needed.
8. Bury overhead power/utility lines; especially important on East 6th Street.
9. Consider converting one-way traffic to two-way on Main Avenue.
10. Brighter lighting is needed on the 6th Street Bridge.

**Comments, additions, or corrections to this memo should be communicated in writing to Confluence within seven (7) days o issuance. If no comments are received within that period, this memo will be assumed accurate and filed as part of the permanent record for this project.*

Respectfully,
Confluence

Chad Kucker, ASLA
Associate

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment	
Project #:	13045SF	
Date/ Time:	February 19, 2014 / 2:30 pm	
Location:	Community Development Conference Room	
Re:	Review of Draft Assessment Document	
Attendees:	Adam Roach – SF Community Development	aroach@siouxfalls.org
	Darrin Smith – SF Community Development	dsmith@siouxfalls.org
	Brent O'Neil – SF Community Development	boneil@siouxfalls.org
	Dustin Powers – SF Community Development	dpowers@siouxfalls.org
	Matt Nelson – SF Public Parking	mnelson@siouxfalls.org
	Dena Knutson – SF Engineering	dknutson@siouxfalls.org
	Jon Jacobson - Confluence	jjacobson@thinkconfluence.com
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing Community Development operations:

1. Issues Outdoor Sidewalk Permits, renewed annually.
2. Administers the Business Improvement District (BID)
3. Oversees the Downtown Design Review process
4. Financially supports DTSF through the BID
5. Public Parking maintains sidewalks adjacent to 4 parking ramps and 15 surface lots.
6. PALS (formerly known as Parking Patrol)

Questions/concerns:

1. Newspaper boxes seem to appear without notice. Can placement and quantity be controlled without violating free speech? Can permits be required before placing a box?

Suggestions for improvements:

1. Coordinate citywide CIP projects between departments. Would like to defer making improvements if a street/streetscape reconstruction project is planned in the near future.
2. PALS could possibly be given the task of identifying and documenting streetscape maintenance items so they can be reported to the proper department.

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Respectfully,
Confluence

Chad Kucker, ASLA
Associate

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment
Project #:	13045SF
Date/ Time:	February 24, 2014 / 3:00 pm
Location:	Parks & Recreation Office
Re:	Review of Draft Assessment Document

Attendees:	Don Kearney – SF Parks & Recreation	dkearney@siouxfalls.org
	Kelby Mieras – SF Parks & Recreation	kmieras@siouxfalls.org
	Loren Beard – SF Parks & Recreation	lbeard@siouxfalls.org
	Dena Knutson – SF Engineering	dknutson@siouxfalls.org
	Jon Jacobson - Confluence	jjacobson@thinkconfluence.com
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing conditions and operations:

1. Parks & Recreation currently plants annuals in the precast concrete planters.
2. DTSF irrigates annual plantings while seasonal help is available; Parks & Recreation then takes over in late August.
3. Parks & Recreation maintains the three large precast concrete planters in the 8th Street median; an irrigation system is present in these planters.
4. DTSF installs and maintains all hanging baskets.
5. Parks & Recreation replaces mulch in streetscape landscape beds.
6. Trash and recycling receptacles are emptied by a subcontractor and is overseen by Pat Wood in Facilities Management.
7. Trash & recycling receptacles are covered to prevent use during downtown events. Portable trash and recycling bins are put in place for event use.

Questions/concerns:

1. How can Parks & Recreation be involved in review and approval of all tree plantings in the downtown area, including private developer installations within the right-of-way?
2. Who maintains/waters trees installed in the streetscape by private developers?
3. Who maintains metal planter rails, paint, and masonry seat walls?

Suggestions for improvements:

1. Review and improve watering frequency with DTSF, especially over weekends.
2. City ordinance currently requires all trash and recycling receptacles be 'water proof'. This is being revised to 'water resistant'; a hood meets this requirement. Several existing recycling containers need to be retrofitted.
3. All trash receptacles should be paired with recycling receptacles.
4. More soil volume is required to support tree growth in a streetscape situation (see notes from Duane).
5. Need adequate tree planting standards/details and enforcement as a city standard plate for privately developed projects.

**Comments, additions, or corrections to this memo should be communicated in writing to Confluence within seven (7) days of issuance. If no comments are received within that period, this memo will be assumed accurate and filed as part of the permanent record for this project.*

Respectfully,
Confluence

Chad Kucker, ASLA
Associate

Mieras, Kelby

From: Stall, Duane
Sent: Thursday, February 20, 2014 2:39 PM
To: Mieras, Kelby
Subject: FW: Downtown Streetscape Assessment Review
Attachments: 13045SF Downtown Streetscape Assessment and Standards - 2014.02.05.pdf

Kelby: The main item I would address is the design of the tree pits. The plan doesn't go far enough to say how and where tree plantings will be located. What is meant by "with soil improvements". I would like to see proposed locations of all new tree plantings and what to do with the old failing plantings. The plan says sites not capable of hosting a tree is less than 10' wide. Should these areas be delineated on a map?

I would like to see how the plantings will be designed and installed. This would include soil volume per tree, drainage structure in planting areas and exposed area over soil volumes (either soil or porous concrete) for aeration, protection from deicing chemicals, adequate space for tree canopy expansion, foresight in clearance requirements for pedestrians and vehicle traffic and restrictions for businesses that want to decorate trees with foreign materials.

- Basic Streetscape - The plan calls for 6 x 12 minimum planters. At 3' deep this has a soil volume 216 cubic feet. We require 1,000 cu ft.
  Target spacing of planters at 120'. Better to connect several plantings together over trying to have single trees with a uniform spacing. Less plantings better design if preferred.
- Moderate Streetscape – Target spacing of planter 100'. Same as above
- Active Streetscape – Linear planting more desirable to meet minimum standards outlined in our downtown tree mgt plan.
- Very Active – planter 6x16 has soil volume of 288 cu ft.

Phase 1

- We can remove trees but no existing planters downtown can accommodate new plantings (except new 8th and 6th street).

Phase 2

- Plan calls for adding tree plantings and soil improvements to replace dead at grade street tree plants. What is soil improvements? It has to be spelled out or no tree should be planted. Adding fertilizer to the soil is an improvement but it won't keep a tree alive in 216 cubic feet of soil.
- What about trees in above grade planters?

Maintenance 4.2

- Contractor is responsible for water first year
- Who is paying for these improvements
- What happens if we don't approve the planting design?

From: Chad Kucker [mailto:ckucker@thinkconfluence.com]
Sent: Tuesday, February 11, 2014 8:37 AM
To: Kearney, Don; Miedema, Tory; Mieras, Kelby; Beard, Loren; Stall, Duane
Subject: Downtown Streetscape Assessment Review

Confluence has been hired by the City of Sioux Falls to complete a downtown streetscape assessment and make recommendations for streetscape maintenance and redevelopment. Some of the elements being reviewed include: street trees, tree planters, annual planters, furnishings, art, lighting, banners, etc. We have had some preliminary input from Duane on the tree issues but we still have details to work through. A draft assessment is

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment
Project #:	13045SF
Date/ Time:	February 26, 2014 / 11:00 am
Location:	DTSF Conference Room
Re:	Review of Draft Assessment Document

Attendees:		
	Jason Dennison - DTSF	Jason@dtsf.com
	Maureen Ohm – DTSF	Maureen@dtsf.com
	Stacey Jans – DTSF	Stacey@dtsf.com
	Brienne Maner - DTSF	brienne@dtsf.com
	Dena Knutson – SF Engineering	dknutson@siouxfalls.org
	Jon Jacobson - Confluence	jjacobson@thinkconfluence.com
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing DTSF operations:

1. DTSF installs and maintains approximately 85 hanging annual planting baskets.
2. DTSF waters round planters with seasonal staff. Planters located in more exposed and windy conditions are more difficult to keep looking good than those in protected locations.
3. DTSF organized a group of volunteers to paint planter rails on Phillips Avenue in summer of 2013; they plan to paint the Phillips Avenue piers and Trolley Stop structures in 2014.
4. DTSF received a onetime grant from the Community Foundation to purchase banners for light poles. Current replacement and maintenance is phased with funding from the operations budget. Banners have a 3 to 5 year lifespan and installation is contracted.
5. DTSF recently started installing spruce tips in the annual planters for Christmas but there is no dedicated funding; future efforts will rely on sponsors.
6. DTSF sweeps sidewalks but not streets.
7. Sidewalk weed removal project, typically only needed in lower traffic areas of downtown.
8. Ambassador program, would like to expand using volunteer labor.
9. DTSF removed approximately 8000 pounds of litter last year.
10. DTSF funding is primarily from four sources: contract with City of Sioux Falls, BID funding, membership, and special events.

Suggestions for improvements:

1. DTSF intends to apply for a $2000 grant to install infrastructure for dog waste. Still need to determine who will be responsible for emptying the bins and replacing bags when needed.
2. DTSF is considering a wayfinding project with decals installed on traffic boxes.
3. Would like to see monumental signage/gateways at major intersections.
4. Grounding rods need to be installed for special event electrical services. Typically these are installed in tree planter areas where possible.
5. DTSF watering crew and ambassadors may be able to observe and report needs and issues in the downtown area.

Jason requested a presentation to the DTSF Board on March 25 @ 4:00 pm.

**Comments, additions, or corrections to this memo should be communicated in writing to Confluence within seven (7) days of issuance. If no comments are received within that period, this memo will be assumed accurate and filed as part of the permanent record for this project.*

Respectfully,
Confluence

Chad Kucker, ASLA
Associate

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MEETING MEMO

Project:	Downtown Sioux Falls Streetscape Assessment	
Project #:	13045SF	
Date/ Time:	March 11, 2014 / 3:00 pm	
Location:	Confluence	
Re:	Review of Draft Assessment Document	
Attendees:	Stacy Newcomb – Parker's Bistro	slnewcomb7@hotmail.com
	James Wiederrich - Woods Fuller	Jim.wiederrich@woodsfuller.com
	Dena Knutson – SF Engineering	dknutson@siouxfalls.org
	Jon Jacobson - Confluence	jjacobson@thinkconfluence.com
	Chad Kucker - Confluence	ckucker@thinkconfluence.com

Review of draft assessment of streetscape elements in the right of way including: banners, art, annual planters, site furnishings, lighting, outdoor dining permits and community identifiers.

Discussion of existing conditions:

1. Desperately need to add trees downtown, especially on Main Avenue where many trees have been removed and empty raised planters remain.
2. Many downtown streetscapes look very poor; Stacy hears complaints from customers about disappointing conditions on Main Avenue.
3. There is a lack of outdoor dining opportunities on Main Avenue.

Suggestions for improvements:

1. Convert Main and Dakota from one-way traffic to two-way traffic.
2. Larger and easier to identify text to identify free evening and weekend parking in public parking ramps and surface lots.
3. Incorporate walkability tactics from *Walkable Cities* book by Jeff Speck.
4. Create a Comprehensive 5 year maintenance plan with an adequate budget to maintain and upgrade streetscape elements.
5. Beautification items (such as trees, trash receptacles, planters, bike racks) should be given priority.
6. Consider public-private partnerships for project funding.
    a. Sponsor tree retrofit planters
    b. DTSF to apply for Community Appeals funding through Chamber of Commerce to help pay for downtown improvement projects.
    c. Can Forward Sioux Falls be involved?
7. Streetscape reconstruction and a parking lot buffer is needed at the 10th and Main Carnegie parking lot.
8. Include attractive streetscapes in redevelopment projects that occur on property acquired from the railroad relocation.
9. Trees, trees, trees!!!

**Comments, additions, or corrections to this memo should be communicated in writing to Confluence within seven (7) days issuance. If no comments are received within that period, this memo will be assumed accurate and filed as part of the permanent record for this project.*

Respectfully,
Confluence

Chad Kucker, ASLA
Associate

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