South Sioux City, NE

Comprehensive Plan

JEO CONSULTING GROUP INC

BIG MUDDY Workshop

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CITY OVERVIEW

Location

South Sioux City is located at the intersection of the states of Iowa and South Dakota in northeastern Nebraska. Much of the growth has been to the west and south of the city to gain greater access to US Highway 77 and Interstate 129, a connector to Interstate 29. Dakota Avenue/US Highway 20 is the only bridge to traverse the Missouri River with direct access to downtown Sioux City. The southern boundary extends past Interstate 129 along Dakota Avenue and to include hotels and industrial development. Similarly, the western boundary follows US Highway 77 to include mostly office parks and commercial centers to the south and housing to the north along the Missouri River. South Sioux City is located at Latitude 41.471 N, Longitude 96.415 W and contains 5.96 square miles.

History

Sergeant Floyd, a member of the Lewis and Clark Expedition who was buried on a bluff near the area in 1804, was probably one of the first white men in what is now South Sioux City. The story of our town is entwined in the tale of several towns and activities on both sides of the Missouri River. Gustave Pecaut, a French-speaking native of Switzerland, emigrated to America and engaged in fur trading, building a cabin near the river in 1854. During the winter of 1855-56 a group of men cut wood and hauled it across the frozen river to the people living there.

A town site was registered in August 1856, and named "Harney City" for the general in charge of the troops stationed in the vicinity as protection against Indian raids. Existing only on paper, this town failed to develop.

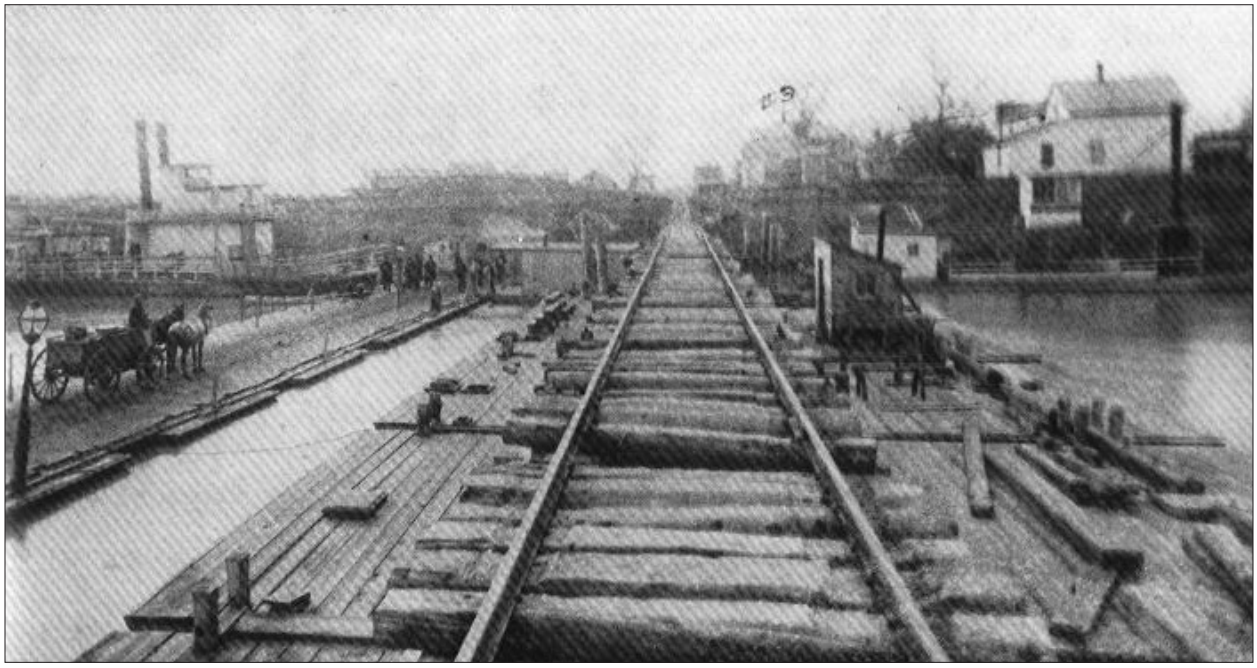
Another town site was surveyed near the Burlington Railroad in 1856. Named "Pacific City," it was granted incorporation papers in 1858. The ravages of floodwaters quickly discouraged the inhabitants, and a later flood, when the river changed its course, left what became known as "Silver Lake" at this site.

Transportation between the settlements on opposite sides of the river was by ferry in the summer and on the ice during the winter. John Feenon launched a crude-looking flat boat in 1855. Several ferries and the steamer "Robert Burns" shuttled people and goods in 1857.

The Harney City location, taken over by a new town site company, changed its name to "Newport." Before filing the official papers in 1857 however, it was given the name "Covington." Later that year another plat was incorporated as "South Covington." These towns merged in 1870.

In 1856, between Covington and the bend on the Missouri River, a Mr. Stanton laid out a town which he named for himself. At its peak, "Stanton" boasted 30 buildings - 13 of which were saloons. Sioux City, across the river, was notorious for gambling, prostitution, and saloons, despite Iowa law forbidding these things. When Rev. George Haddock, crusader against such vices, was assassinated in 1886, public opinion united to drive out these evil elements. As a result, saloon keepers and gamblers fled across the river, setting up shop in Nebraska. Violence and sudden death were commonplace. During the few years of their existence, these early towns won reputations for lawlessness equal only to those of Tombstone and Deadwood.

Still another town was platted and incorporated in 1887. This settlement called itself "South Sioux City."



Source: http://www.casde.unl.edu/history/counties/dakota/southsiouxcity/

With all the traffic, a pontoon toll-bridge was built across the Missouri in 1889. Early in the 1890s public opinion in Iowa swung the other way and saloons were again permitted to reopen in Sioux City. Liquor dealers moved back to the "big city," leaving Covington's gambling houses empty. Recognizing the need to "organize or dissolve," South Sioux City leaders brought the matter of the consolidation of these rival villages into one town. In a special election in 1893, the merger was approved. Both Stanton and Covington became part of the present city -- parts of which had been washed away by the ever-changing Missouri River. In an attempt to bring law and order to the community, Dakota County authorities ordered all remaining gambling houses closed, and a new image of law-and-order was initiated. In 1895 the "Combination Bridge" was built across the Missouri. It was large enough to accommodate trains, street cars, pedestrians, and horse-drawn vehicles.

The population has risen steadily since the early 1900s. In its Jubilee Year the count was 4,000. In its centennial year, the population topped 9,000. Farsighted people, concerned about education, completed a high school and an indoor-outdoor swimming pool for school and public use in 1968, and a new junior high in 1975.

The Sergeant Floyd Memorial Bridge across the Missouri was built in 1976. The four-lane Siouxland Veterans Memorial Bridge, completed in 1981, however, was closed just six months later when a structural crack was discovered.

South Sioux City offers almost every type of business, civic organization, and activity. Camping and recreational facilities on the 22-acre Scenic Park, located at the east end of the bridge, has been renovated and repaired. The town's centennial, celebrated in 1987, provided an opportunity to take stock of the events that shaped our history, and chart a course for the future of this, the 15th largest city in Nebraska.

From material submitted by Lori Steenhoven, South Sioux City Chamber of Commerce, 2700 Dakota Avenue, South Sioux City, NE 68776.
ADDITIONAL MATERIAL: The Early History of South Sioux City , a centennial book, 1987, available through the chamber office.

[section 1.2]

THE PURPOSE OF COMPREHENSIVE PLANNING

This Comprehensive Plan Update will become the City's long range planning instructional tool to encourage fiscal responsibility in redevelopment decisions. This document provides policy guidelines that enable citizens and elected officials to make informed decisions about South Sioux City's future.

The South Sioux City Comprehensive Plan is a legal document that addresses the community's land use and is designed to promote orderly growth and development. This document's purpose is to "promote health, safety, morals, and the general welfare of the community". The Comprehensive Plan presents data from multiple sources, such as public input, stakeholder meetings, and the United States Census Bureau to provide policy guidelines for elected officials to make informed decisions.

A comprehensive plan acts as a tool to develop a road map, or blueprint, that guides the community through change as it occurs over time.

The South Sioux City Comprehensive Plan aims to provide guidelines for the locations of any future development within the planning jurisdiction of South Sioux City. This update will assist in evaluating the impacts of development and encourage appropriate land utilization throughout the City's extraterritorial jurisdiction.

The Comprehensive Plan helps the city address private sector interests. Planned and orderly growth will help South Sioux City prepare for its own management of resources. The City of South Sioux City strives to maintain a high standard of living and quality of life when serving its residents and managing future growth and resources.

[section 1.3]

THE COMPREHENSIVE PLANNING PROCESS

The South Sioux City Plan is designed to identify, assess, and develop actions and policies for the following areas: population, land use, transportation, housing, economic development, community facilities, and public utilities and energy.

To begin the South Sioux City Comprehensive Plan, readily available information is gathered to gauge the current status of the community. Data collection begins with the 2010 Census, city hall documents, and on-site field surveys. Demographic and economic information reveal the underlying trends for the current community status and provide a foundation for the future projections of land use and economic development. After the initial assessment of the community, additional information is gathered through correspondence with city hall employees and the planning committee.

The next stage of the planning process is creating the goals and objectives for the community. Meetings are held with focus groups and the public to define the identity of South Sioux City as well as the changes that are desired. The public is heavily involved to prioritize its vision which are reflected in the goals and objectives. With public input, additional concerns and issues are addressed when creating the goals, objectives, or policies needed to stimulate positive change. This update gives practical guidelines to maintain and improve conditions in the community. A comprehensive plan shows the community's vision through text, graphics, and tables.

Implementation is the final stage of the planning process. Multiple development policies and programs are required to implement the South Sioux City Plan. The South Sioux City Plan identifies the tools, programs, and methods necessary to fulfill the recommendations. Adoption of the South Sioux City Plan is needed to implement the development policies. The governing body as well as the future leadership of South Sioux City will need to continue to push forward for this South Sioux City Plan's implementation.

The success of a Comprehensive Plan is not measured by the aesthetics of the pictures or graphics, but by the usability of the planning tool to guide development and redevelopment of South Sioux City. The Implementation Section within the Comprehensive Plan is the core of this planning tool. The section will identify the action steps that are necessary to achieve the community's envisioned goals. In addition, it suggests:

1. The action steps to specific "Project Champions" or groups responsible for the implementation of the task.
2. A specific timeframe for completion that directly links dependent action items and potential funding sources, if necessary.

The South Sioux City Plan was prepared under the direction of the Comprehensive Plan Planning Committee. It was comprised of the Mayor, City Staff and a broad based group of citizens or local stakeholders. Review and recommendations by the South Sioux City Planning Committee were completed prior to the recommendation of the planning commission and adoption of the comprehensive plan update by the South Sioux City's City Council.

This update's planning period spans the next twenty years. However, it is recommended that the city hold annual reviews to track progress of its goals and objectives. Another recommendation is to update the document completely every five years for relevance. This will allow also for new input from South Sioux City's future leadership and stakeholders.

2 Profile
South Sioux City

Profile 2

[section 2.1]

INTRODUCTION

Profile Chapter

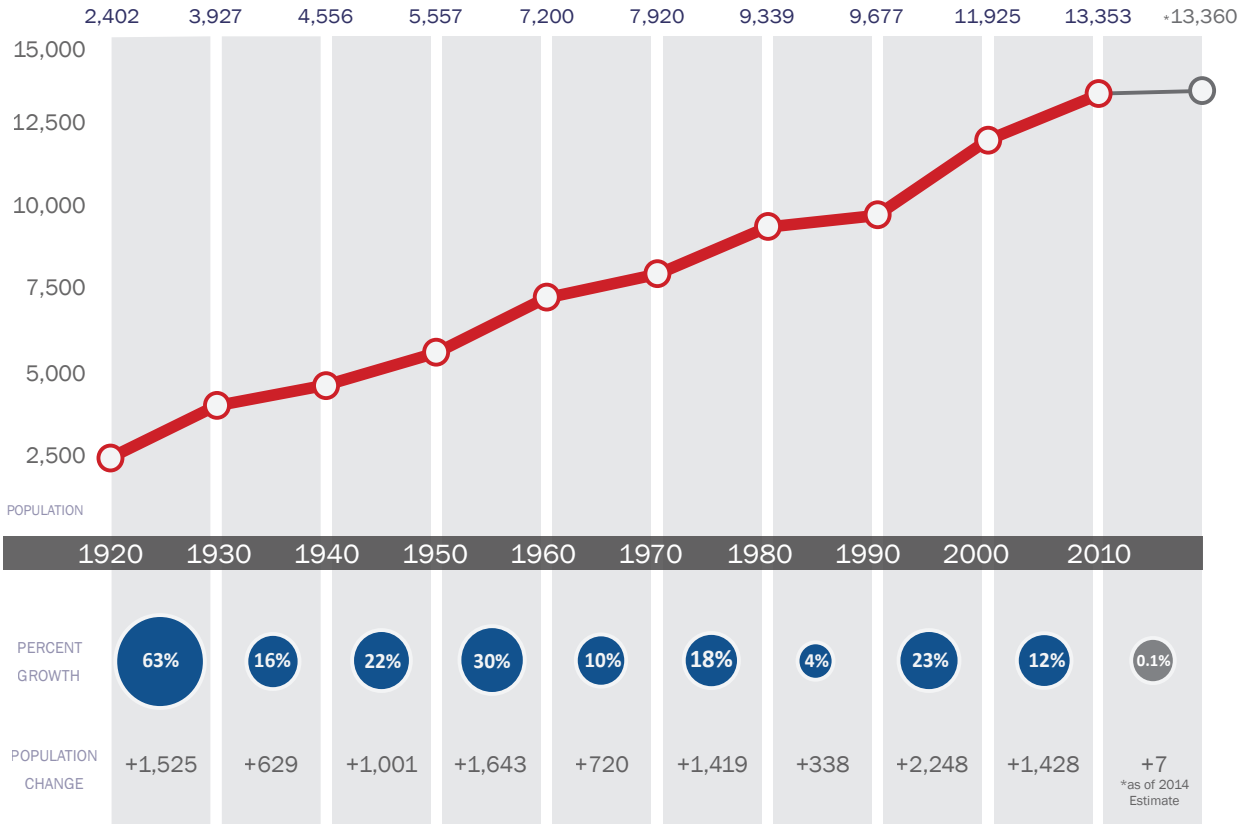
The Profile Chapter reports previous trends and current conditions that create the fabric of the South Sioux City community. Existing conditions are the starting point for understanding how and why the community has grown substantially since the 1950s. The Profile Chapter creates the foundation from which decisions will change or reinforce the positive impacts that previous decisions have created. The following chapter, the Achieve Chapter, fosters the future decisions, investments, and development guidelines created from the data provided in South Sioux City's existing land uses, housing, demographics, environmental conditions, economics, and public facilities or utilities.

[section 2.2]

DEMOGRAPHIC PROFILE

The Demographics section examines previous trends that have affected South Sioux City's development. The city's population is influenced by multiple factors. These factors include its historical growth trend, age structure, migration patterns, and race characteristics. The current composition of a community also affects future growth potential. Population is heavily influenced by housing and economic opportunities. Population growth is necessitated by a growing local economy and matching housing opportunities.

Figure 1: Historic Population

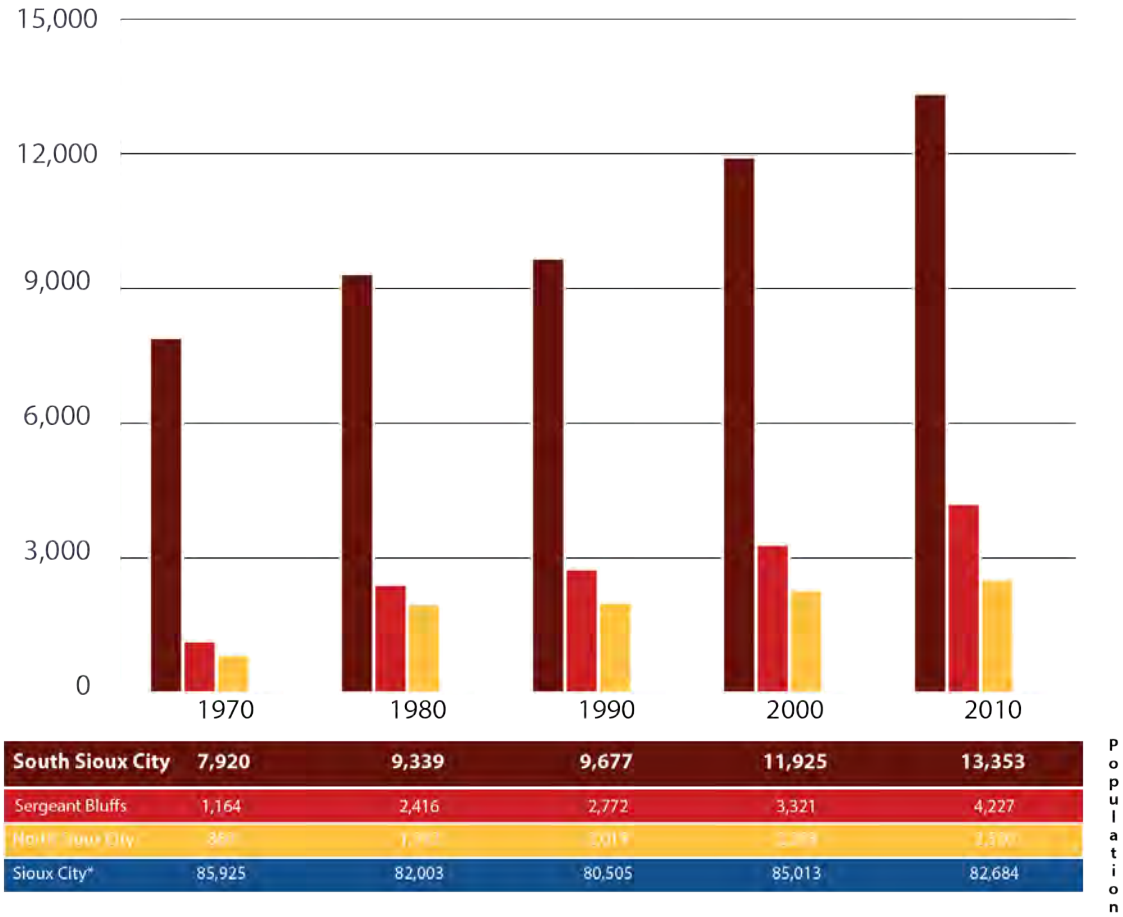


Historic Population

Population trends allow a community to understand how it has grown. The relationship between a community's recent growth with how it has historically grown is an important facet of population projections. More recent trends influence immediate needs and future decisions. The relationship between historic growth and recent trends assist in long-term decision making.

For the past century, South Sioux City has never seen a decade resulting in population loss. The rapid growth of the "baby boomer" era has given way to steady growth trends over the past 30 years. The main goal of the comprehensive planning process will be to provide city leaders tools to encourage and manage this level of growth for the foreseeable future.

Figure 2: Historic Growth Comparisons



	1970	1980	1990	2000	2010
South Sioux City	7,920	9,339	9,677	11,925	13,353
Sergeant Bluffs	1,164	2,416	2,772	3,321	4,227
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Sioux City*	85,925	82,003	80,505	85,013	82,684

Historic Growth Comparisons

Comparing South Sioux City's growth with other communities in the larger Sioux City metro gives context to its growth and current population. Comparable cities are selected on factors such as proximity, current population, and geographic situation. For the past 40 years, the smaller communities of South Sioux City, North Sioux City, SD, and Sergeant Bluff, IA have exhibited growth while Sioux City has seen a fluctuation in its population and ultimate loss at the end of the period.

Figure 3: Demographic Comparisons

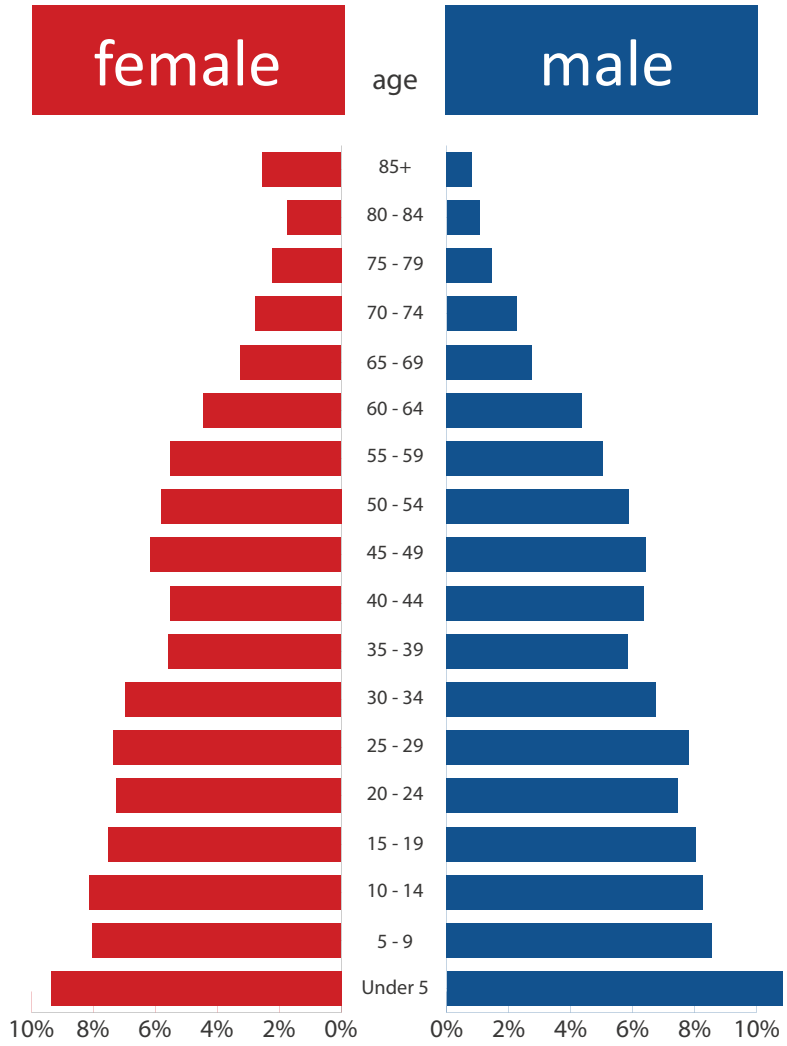
	South Sioux City	Sergeant Bluff	North Sioux City	Sioux City
2010 Total Population	13,353	4,227	2,530	82,684
2010 Total Housing Units	4,512	1,499	1,146	33,425
2013 Median Household Income	$43,865	$81,368	$57,482	$43,449
2013 % Poverty Estimates	20.0%	16.7%	5.6%	16.9%
2010 Homeownership Rate	56.5%	74.2%	63.9%	63.7%

Demographic Comparisons

Regional population factors are an indication of the overall condition and sustainability of local growth trends. By maintaining steady growth, South Sioux City can ensure the benefits of increased population, while still providing quality service to residents, both current and future.

With a higher estimated poverty rate and lower homeownership rate among its contemporaries, South Sioux City must continue to work for economic progress to support a high quality of life in their community. Providing additional economic opportunities will encourage the upward mobility of current residents as well as a strong attraction for a skilled labor pool.

Figure 4: Age Cohort Structure



Age Cohort

Age structure analysis portrays a snapshot of the current population of a community by its age groups. It also serves as a baseline for future population projections by allowing the viewer to track age groups through time weighed against area birth, mortality, and migration rates. With peak population points in the younger age groups, South Sioux City is positioned to see natural population growth through time. The youngest age groups will be served by childcare facilities and the local school district. An annual evaluation of the capacity in these areas will help maintain a continued attraction from young families.

Another large component of the population lies in the age groups of 45 to 65 (baby boomers). South Sioux City must work to serve that population as their needs change with age. Currently the oldest segment of population (65+ years) is a marginal sector of the total population representing only 10.4%. Typically, these age groups are attracted to and retained in the community by proximity to the metro's specialized health care services like hospitals, skilled care facilities, and special needs housing as well as overall housing affordability. Analyses should be given to gauge the capacity for growth in these areas.

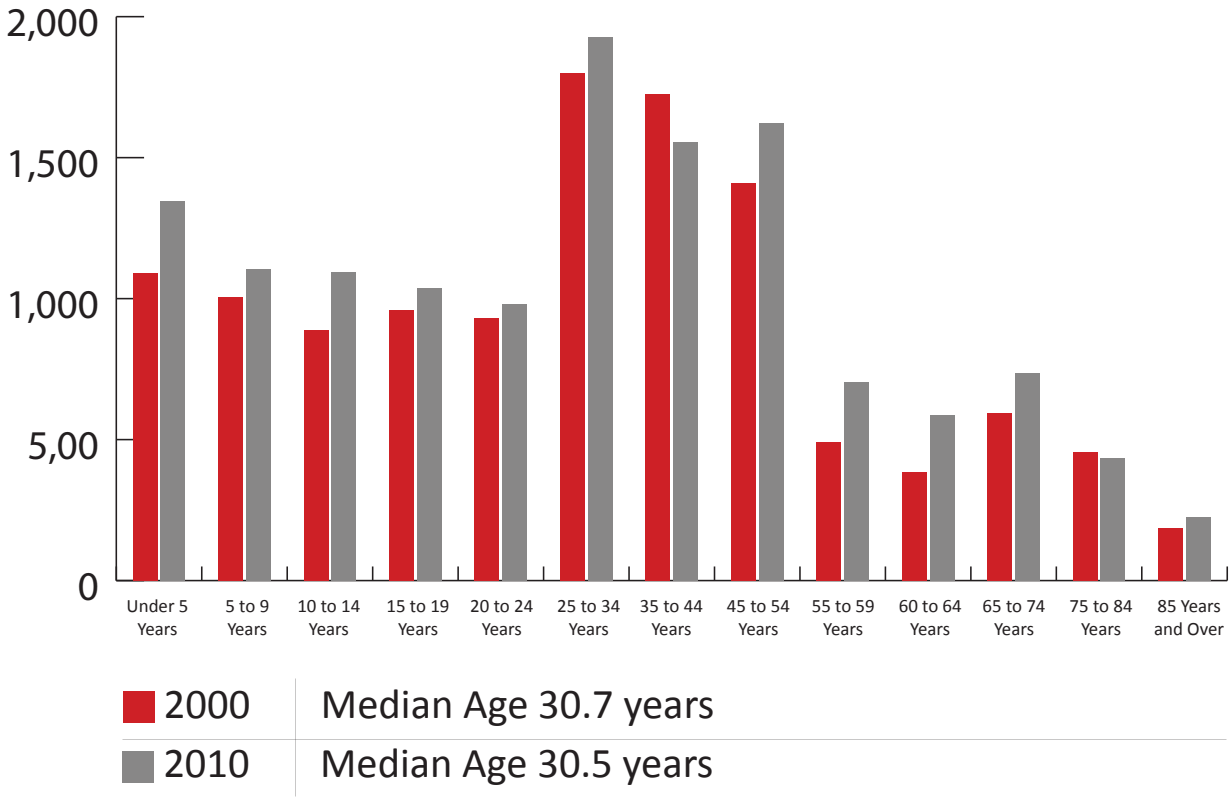
Figure 5: Population Composition Comparison

	South Sioux City	Sergeant Bluff	North Sioux City	Sioux City	Nebraska
Under 5 years	10.1%	7.0%	7.2%	8.1%	7.2%
5 to 9 years	8.3%	9.6%	7.5%	7.3%	7.1%
10 to 14 years	8.2%	10.1%	6.2%	6.9%	6.7%
15 to 19 years	7.8%	8.2%	6.2%	7.7%	7.1%
20 to 24 years	7.4%	3.9%	5.3%	8.0%	7.1%
25 to 29 years	7.6%	4.7%	7.6%	7.0%	7.1%
30 to 34 years	6.9%	5.8%	6.6%	6.6%	6.4%
35 to 39 years	5.7%	8.2%	6.4%	6.1%	6.0%
40 to 44 years	5.9%	7.6%	6.4%	5.9%	6.0%
45 to 49 years	6.3%	8.1%	7.4%	6.4%	7.0%
50 to 54 years	5.8%	6.2%	8.6%	6.5%	7.1%
55 to 59 years	5.3%	6.3%	6.5%	6.2%	6.4%
60 to 64 years	4.4%	4.8%	4.9%	4.9%	5.2%
65 to 69 years	3.0%	3.1%	4.0%	3.4%	3.8%
70 to 74 years	2.5%	2.2%	3.2%	2.8%	3.0%
75 to 79 years	1.8%	1.8%	2.3%	2.2%	2.5%
80 to 84 years	1.4%	1.4%	2.3%	2.1%	2.1%
85+ years	1.7%	1.0%	1.2%	1.9%	2.2%
Median Age	**30.5**	**35.5**	**37.4**	**33.7**	**36.2**

Population Composition Comparison

Comparing the age composition of the region allows for the evaluation of the relationship between local and regional growth. With a median age of 30.5 in 2010, South Sioux City skews younger than comparison cities and the state figure. This low median age is an indication of the prevalence of young families in the community. The local economy and proximity to the Sioux City metro create good economic opportunities for young families. When making residential location decisions, young families are often attracted to areas of high quality of life and childhood education. City and school district leadership should prioritize a partnership to ensure these factors to support population growth.

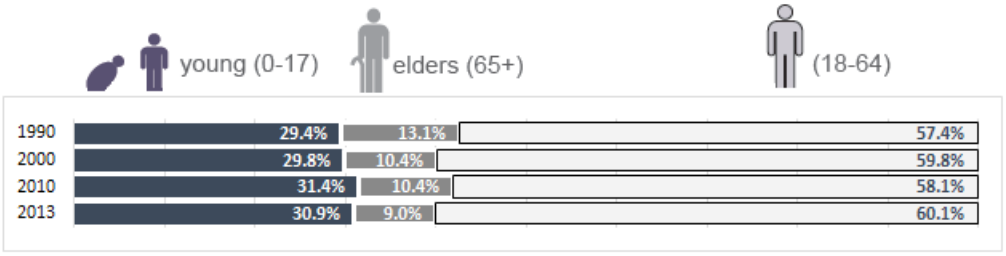
Figure 6: Age Cohort Trends



Age Cohort Trends

The cohort comparison above further demonstrates a growth of the younger cohorts. The result is a slightly lower median age in 2010 relative to 2000. It should also be noted that all cohorts saw an increase over this 10-year period, with exception to "35 to 44 years" grouping. Growth is primarily attributed to migration and to a lesser extent birth of a new generation.

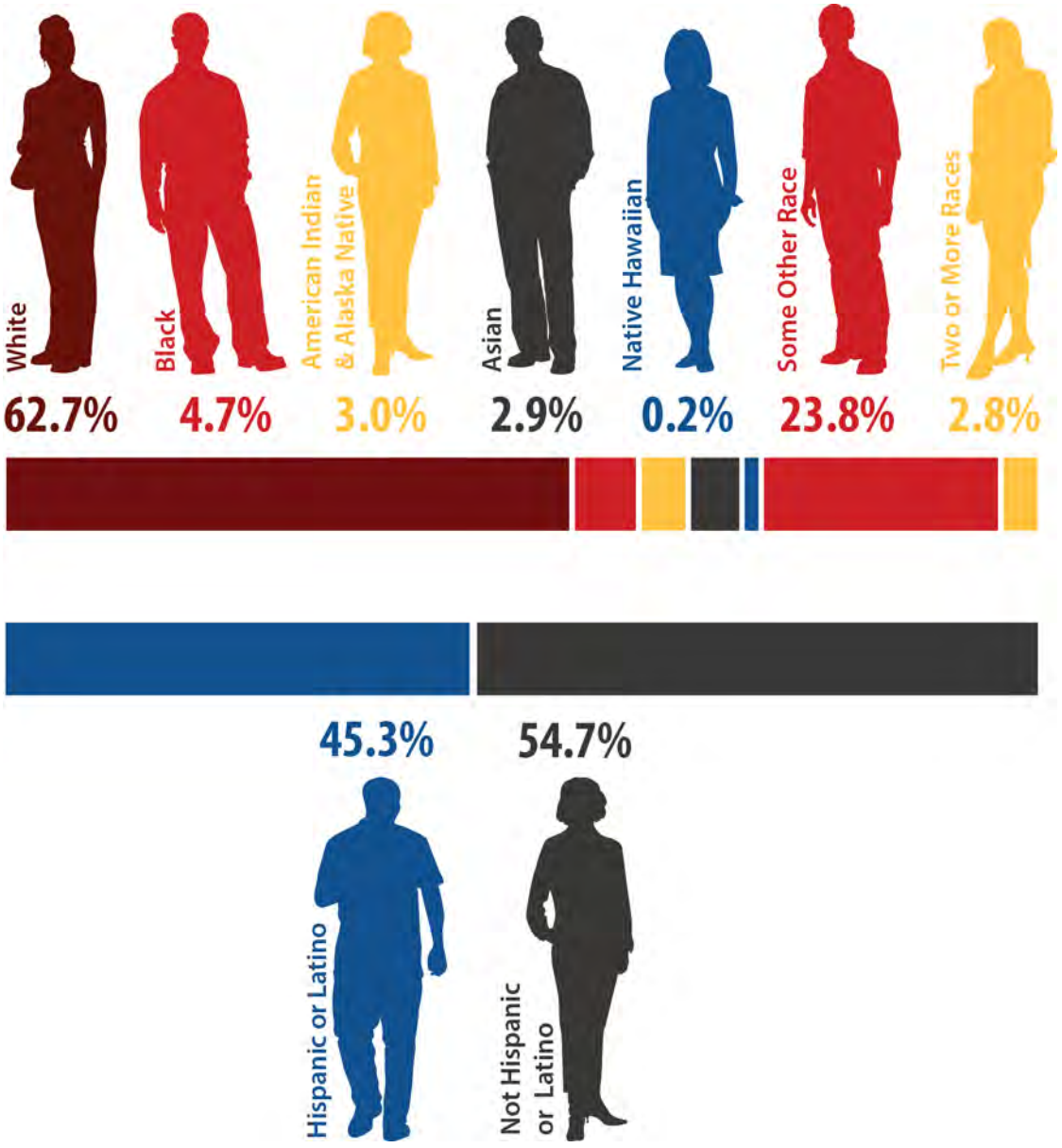
Figure 7: Dependency Ratio



Dependency Ratio

The increase in the workforce population (ages 18-64) are reflected in Figure 7. South Sioux City's workforce population has increased nearly 3.0% since 1990. This reflects well on the community's "dependency" ratio or the comparison of workforce population and "non-working" populations of children and the elderly. This is an important comparison to gauge the overall sustainability and productivity of a local economy.

Figure 8: Race Characteristics



Race and Ethnicity Characteristics

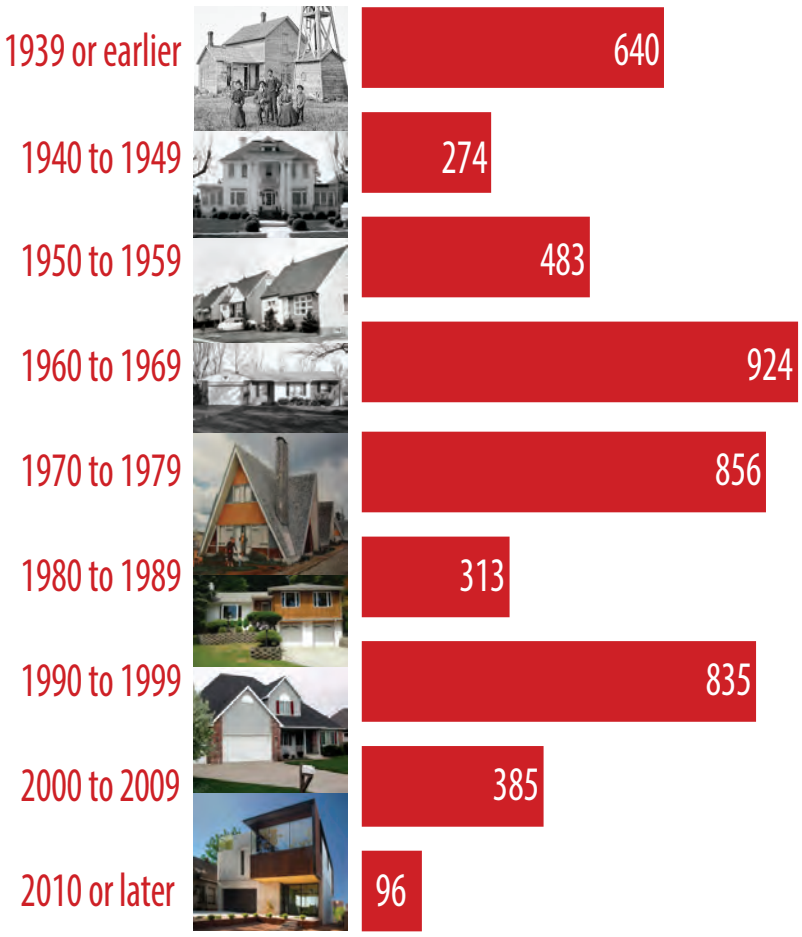
South Sioux City is a very diverse community compared to most other communities throughout Nebraska. The 2010 Census reports that 62.7% of the community's population was white. This number decreased by 13.2% since 2000, but still represents a significant majority of the racial makeup of South Sioux City. The primary shift has been seen with the exponential growth of the Hispanic or Latino residents which grew from 24.8% in 2000 and to 45.3% in 2010. As a result, the community has seen a change in services and businesses to cater to this growing group of residents.

[section 2.3]

HOUSING PROFILE

Housing is a key component to future growth and opportunities available within and around communities. The snapshot of South Sioux City's housing reports that the community contains a substantial inventory of housing built between the years 1960 and 1979. The 1990s was a second housing boom period slowing through the mid-2000s to today where relatively few homes have been built in the past five-year period. The low vacancy rates indicate a high level of demand for housing in the community.

Figure 9: Housing Unit Age



Housing Age

Mirroring the City's historic patterns of population growth is the development of its housing stock. The community offers a diverse housing stock in terms of age. Less than 20% of homes were built prior to 1950 while almost 33% of the housing units in the community were constructed after 1980. This diversity in housing stock is an essential element for community development. Housing choice provides quality ownership and renter opportunities for families and individuals of all socio-economic standing.

Figure 10: Housing Trends

HOUSEHOLDS	1990	2000	2010
City Population	9,677	11,925	13,353
Persons in Households	9,510	11,716	13,212
Persons per Households	2.61	2.72	2.93
Family Households	-	2,961	3,139
Family Household Percentage	-	68.8%	69.6%
Family Average Size	-	3.26	3.51

UNITS	1990	2000	2010*
Total Housing Units	3,816	4,557	4,710
Occupied Housing Units	3,648	4,304	4,542
Owner-occupied Units	2,288	2,551	2,573
Renter-occupied Units	1,360	1,753	1,969
Vacant Housing Units	168	253	168
Owner-occupied vacancy rate	1.3%	1.4%	1.9%
Renter-occupied vacancy rate	5.7%	8.8%	2.3%

Sources: 1990-2010 US Censuses, Profile of General Population and Housing Characteristics (DP-1)
**2009-13 ACS 5-YEAR ESTIMATES, Selected Housing Characteristics (DP04)*

Housing Trends

South Sioux City has exhibited a growing population with a rise in persons per household which runs counter to the national trend with a decline in household size. This increased demand on growing households requires a shift to meet these housing needs. While the owner-occupied vacancy are relatively low– 1.9% in 2010 – these Census figures are demonstrating a greater need for rental units- 2.3% in 2010.

Again echoing national trends, the percentage of owner-occupied units of all occupied housing units has decreased over time as the demand for rental housing as increased. In 1990, 62.7% of occupied units were owner-occupied and in 2010 that number decreased to 56.6%. In other words, just over half of the occupied units in South Sioux City are owner-occupied. The remaining units are renter-occupied units with vacant housing accounting for less than 4% of total housing units.

Figure 11: Occupancy Tenure

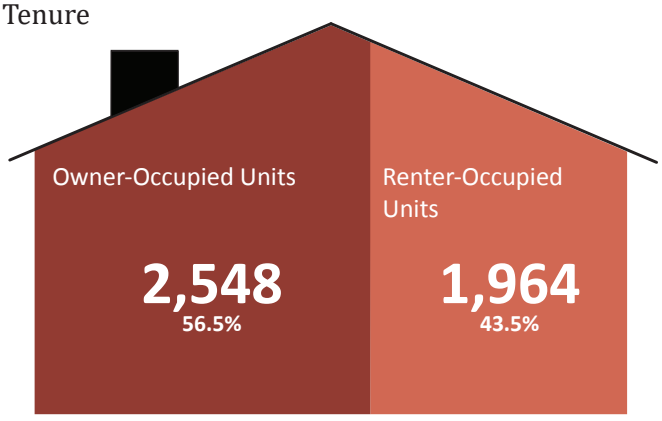
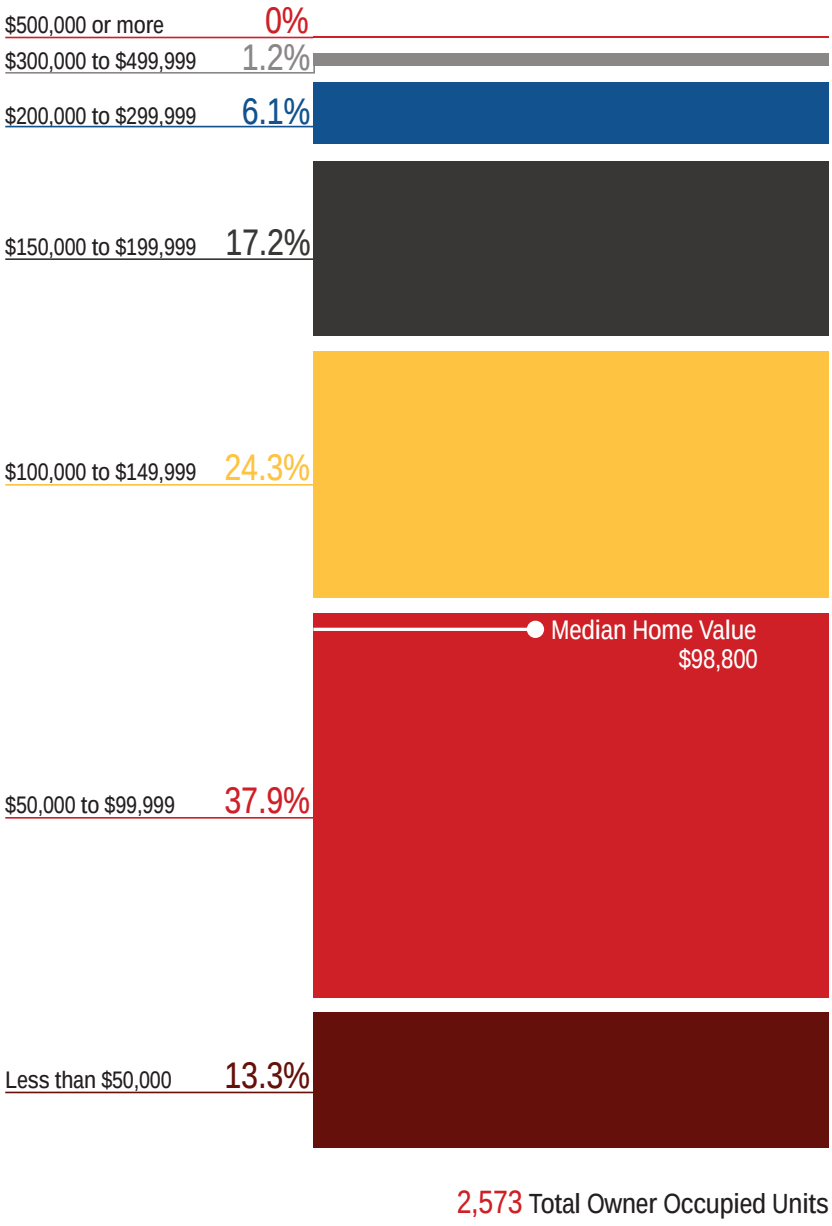


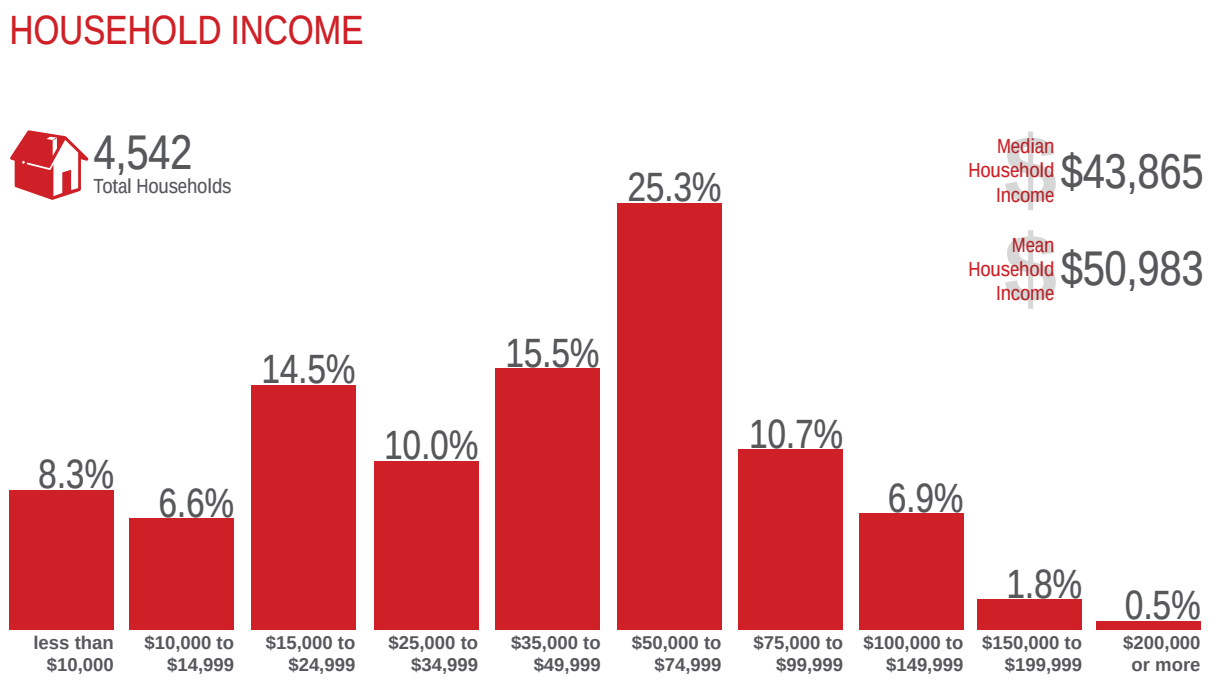
Figure 12: Owner Occupied Unit Value



Owner Occupied Unit Value

Figure 12 depicts the distribution of owner occupied housing values in South Sioux City. The median home value of $98,800 compares lowly to the Nebraska state average of approximately $130,000. This is reflective of the overall quality of the housing stock, the improvement of which has been identified as a priority for South Sioux City.

Figure 13: Household Income

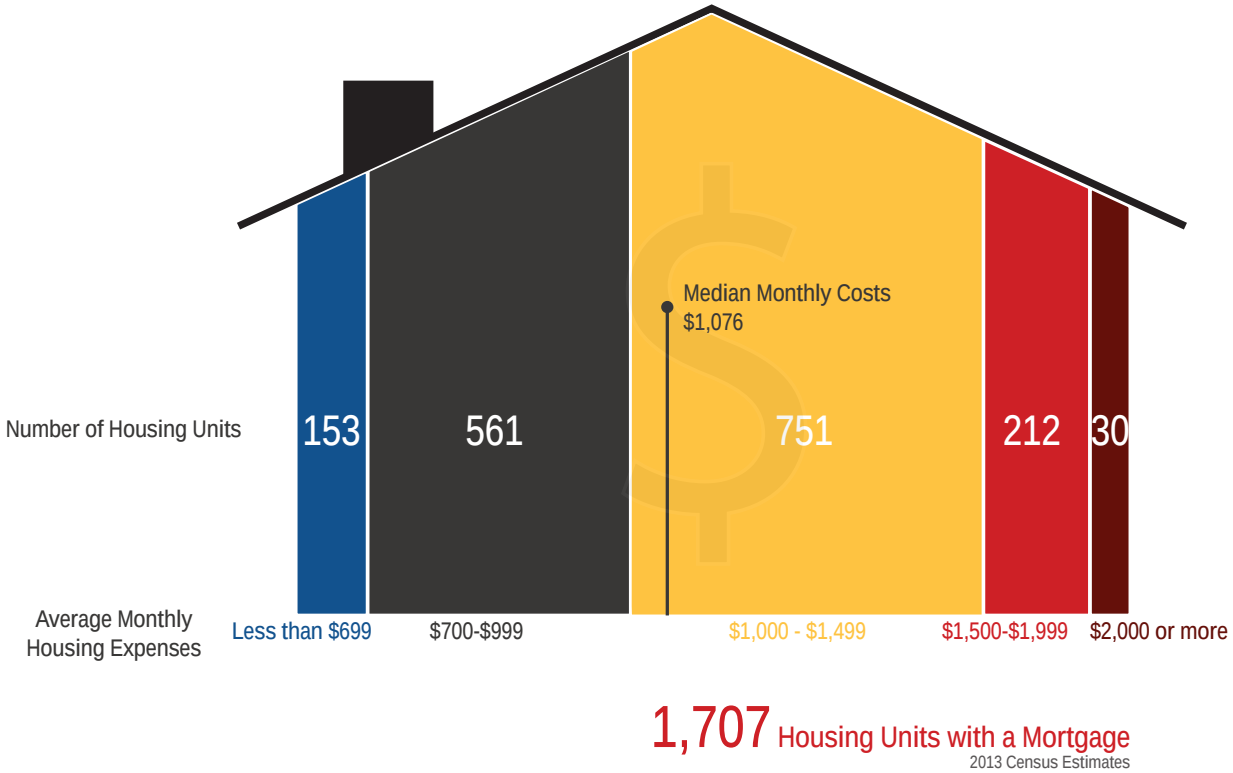


Income Source	Percentage of Households	Mean Income
Earnings	84.9%	$51,095
Social Security	24.9%	$16,651
Retirement Income	4.5%	$23,742

Household Income

The distribution of South Sioux City's population into income levels as well as income source is displayed in Figure 13. The median household income of $43,865 falls well short of the statewide median income of $51,672 (2013) with 45.2% of the population at or above this figure. Showing a high level of income independence, nearly 75.1% of households receive their income from earnings, rather than public assistance or personal retirement savings.

Figure 14: Owner Housing Costs

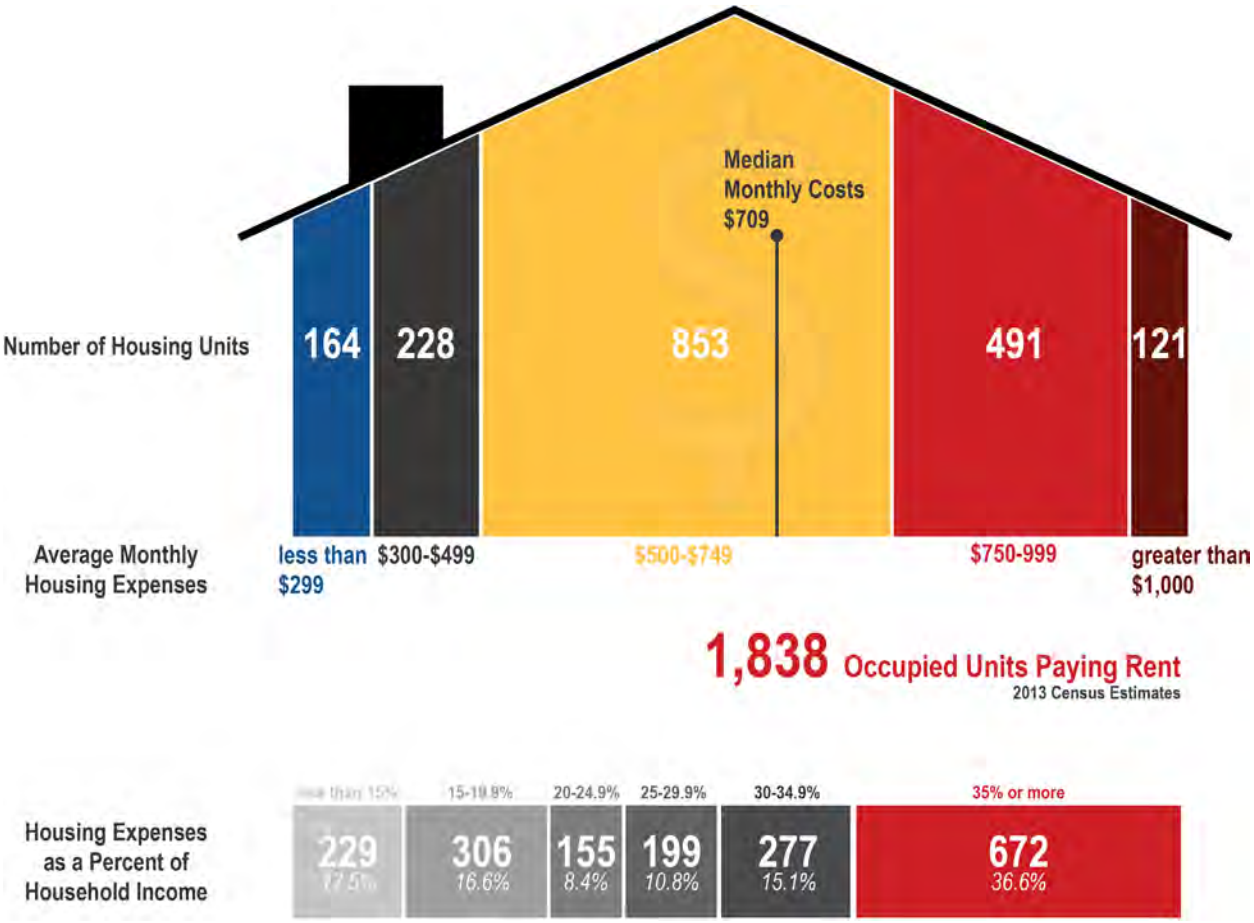


Owner Housing Costs

The relationship between income and housing is further explored in the figures above. The U.S. Census defines monthly housing costs as the total cost of owning or renting a home; mortgage (rent), taxes, insurance, and utility costs. A monthly housing costs in excess of 35% of household median income is considered to be a burden to the household.

Among owners, the median monthly cost of ownership was $1,076 in 2013. A total of 65.6% of households in South Sioux City pay less than 25% of their household income on housing costs. Any additional household income is beneficial to the community. It is assumed that income not spent on housing can be applied towards savings and other, more discretionary income that can benefit the community. Having such a high percentage of households well below the burden level, is a positive indicator for the economic potential of the community.

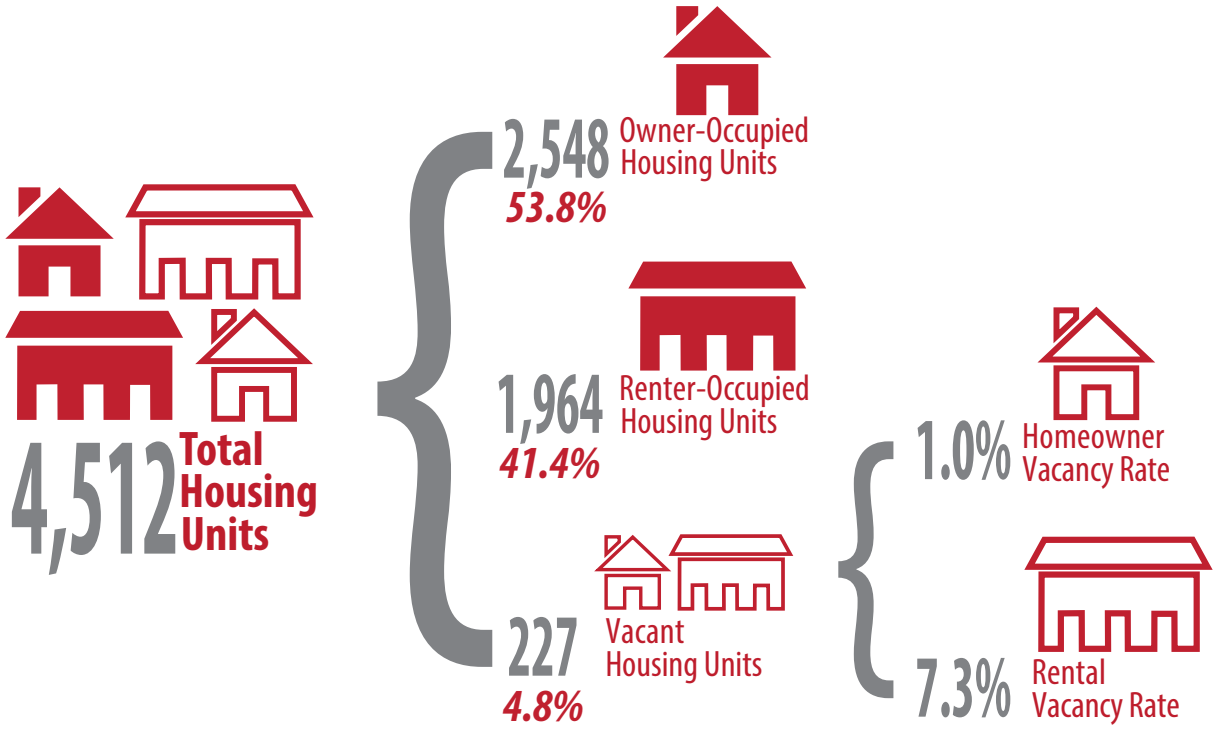
Figure 15: Rental Housing Costs



Rental Housing Costs

Generally, renters face a much more difficult situation in South Sioux City. Over 50% of the renting population pays more than 30% of their household income on housing expenses. Renters especially benefit from a low percentage of household income dedicated towards housing expenses. Ideally, a high level of disposable income for renters allows them to increase savings to dedicate to the transition into home ownership. Home ownership provides a benefit to both the household and the community; allowing for wealth accumulation for the household and a more permanent investment into the community.

Figure 16: Housing Vacancy



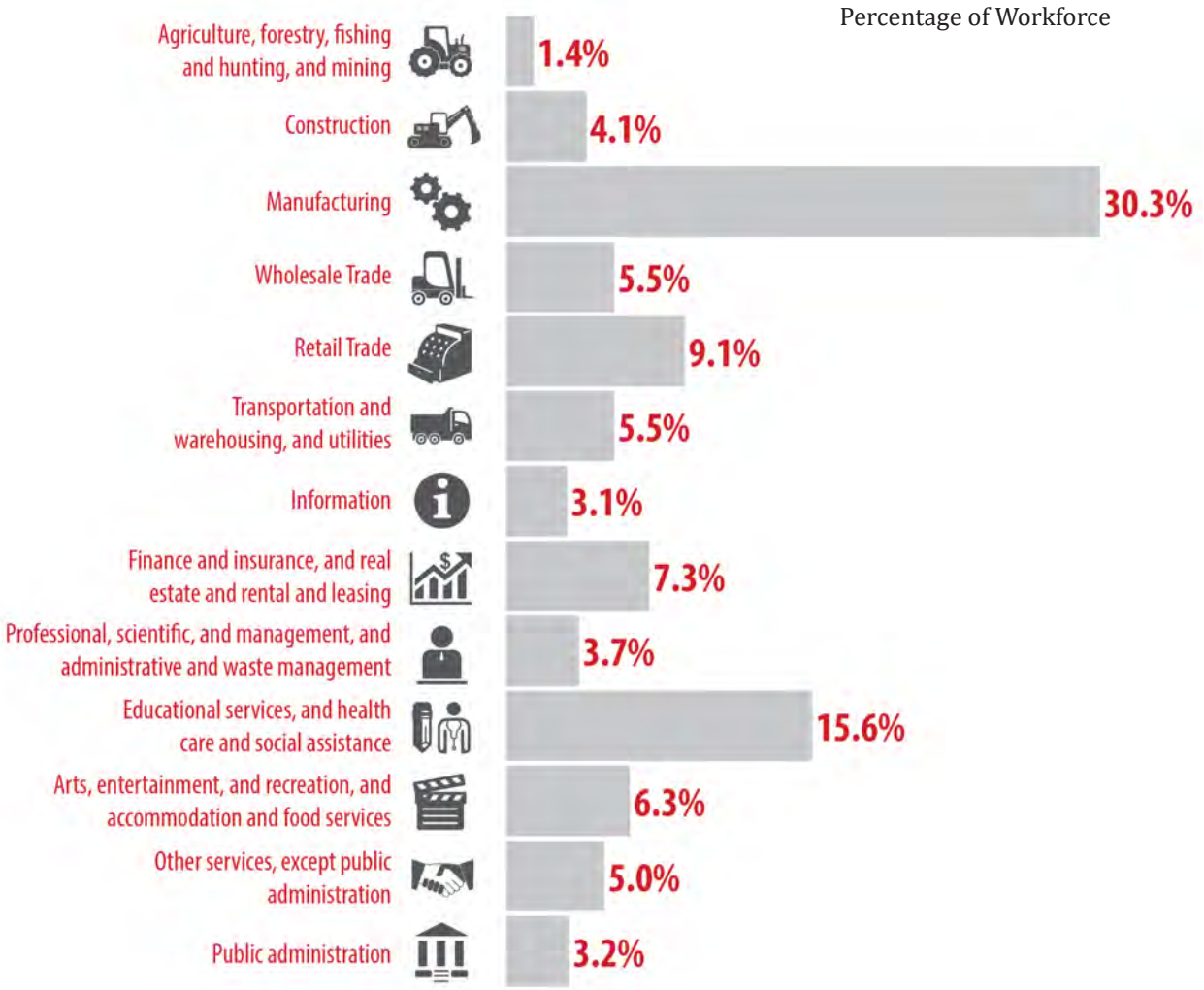
Housing Vacancy

Figure 16 indicates a relative low housing ownership rate in South Sioux City. The state average for homeownership is approximately 67%, or two-thirds of the total housing units. While it is important to keep a supply of rental opportunities in a community, home-ownership provides for stability and equity in a neighborhood.

[section 2.4]

ECONOMICS AND EMPLOYMENT

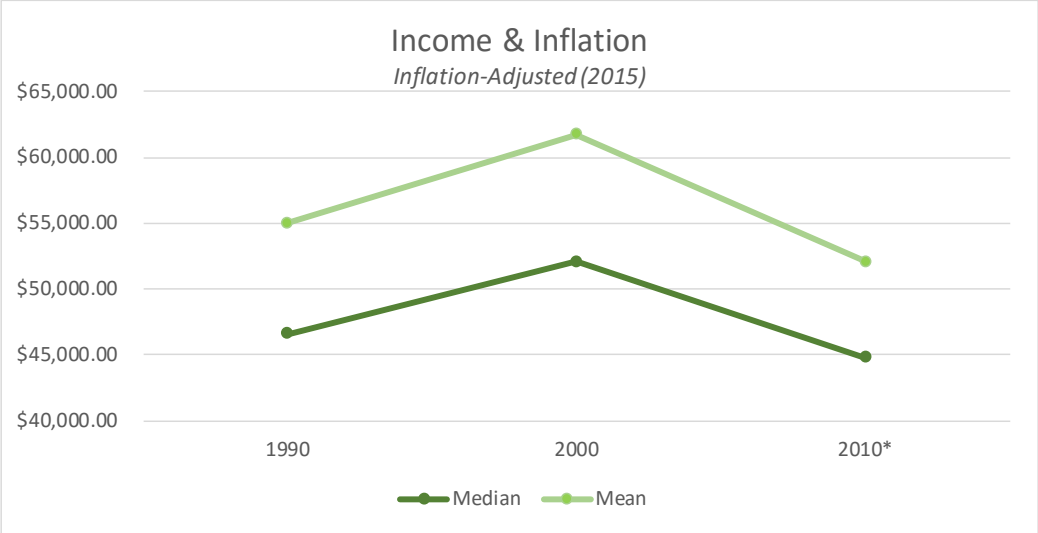
Figure 17: Employment Industry



Employment Industry

The jobs held by South Sioux City residents in various industry sectors depicted in Figure 17 are reflective of the local economy overall. With a high level of transportation access via major roadways, and railroad availability, manufacturing is the dominant economy in South Sioux City. The community should look to diversify the economy and add high wage jobs with investment in service industries to complement its success in the manufacturing industry.

Figure 18: Income and Inflation



Income and Inflation

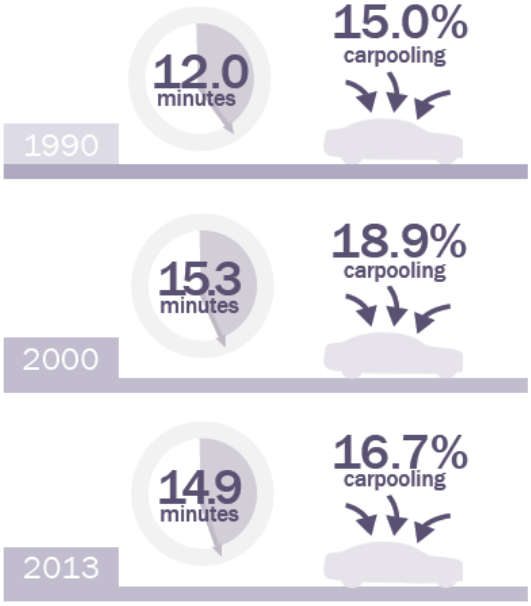
Figure 18 displays the recent trends of household income in South Sioux City. The 2010 estimates of household income in South Sioux City represents a dramatic decrease since 2000, to the point of now being below the 1990 median household income of approximately $55,000. A worldwide recession during the later years of the 2000's had a large impact on manufacturing, South Sioux City's largest industry. That combined with national trends of decreased workforce participation in manufacturing and less job availability in skilled manufacturing has led to an increasing unemployment rate and lower household incomes

The differences between median and mean income is important to note. The median income represents the true "average" income in South Sioux City. While mean income is a representation of the distribution of incomes throughout households in the community. The higher mean income represented in Figure 18 indicates a greater number of lower incomes that pull the average lower.

Commuting Time to Work

With an increase in commuting time of almost 3 minutes from 1990 to 2013, South Sioux City residents still experience a short daily commute to work. Because of the community's connectivity to the greater Siouxland Region, South Sioux City residents have employment opportunities nearby that would exceed a community of similar size. As the community and region grows, increase investments in transportation and transit infrastructure will be required to maintain connectivity and short commuting times.

Figure 19: Carpooling and Commuting



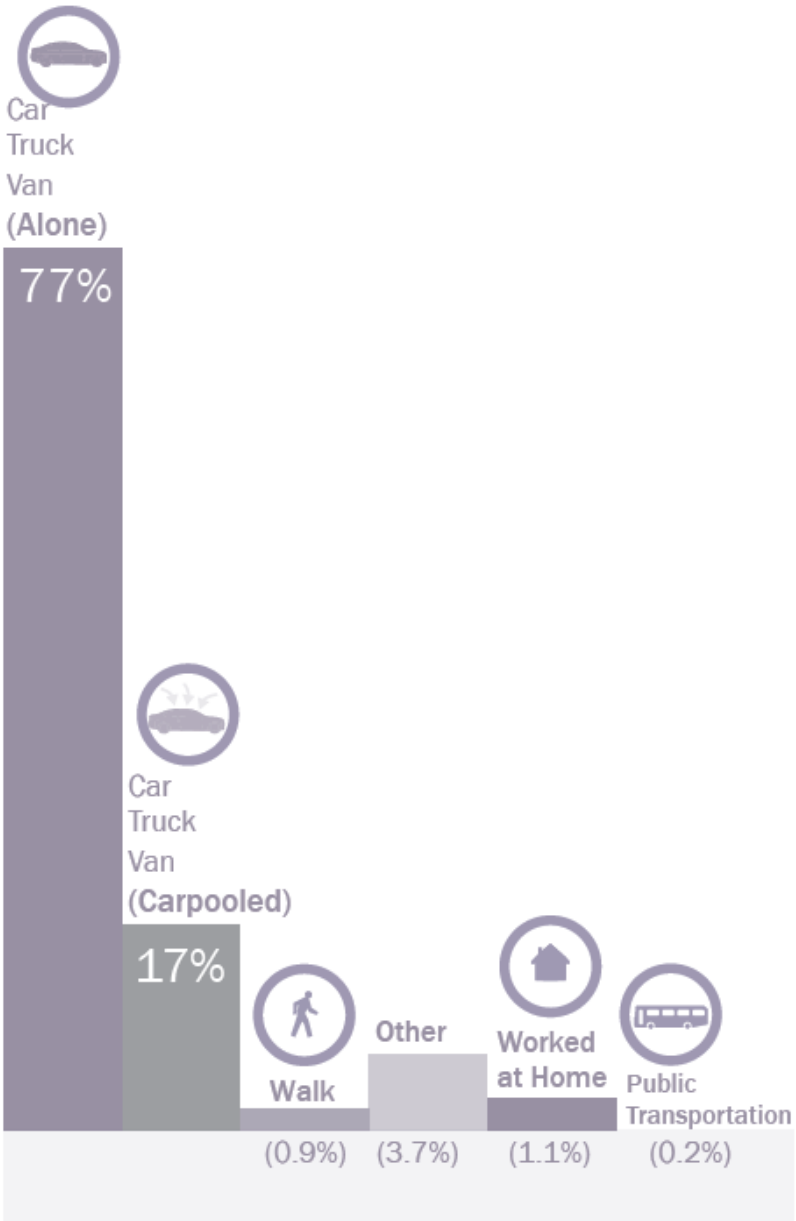
source 1990-2000 US Censuses, Profile of Selected Economic Characteristics(DP03)

2009-13 ACS **5-YEAR ESTIMATES**, *Selected Economic Characteristics(DP03)*

Carpooling and Commuting

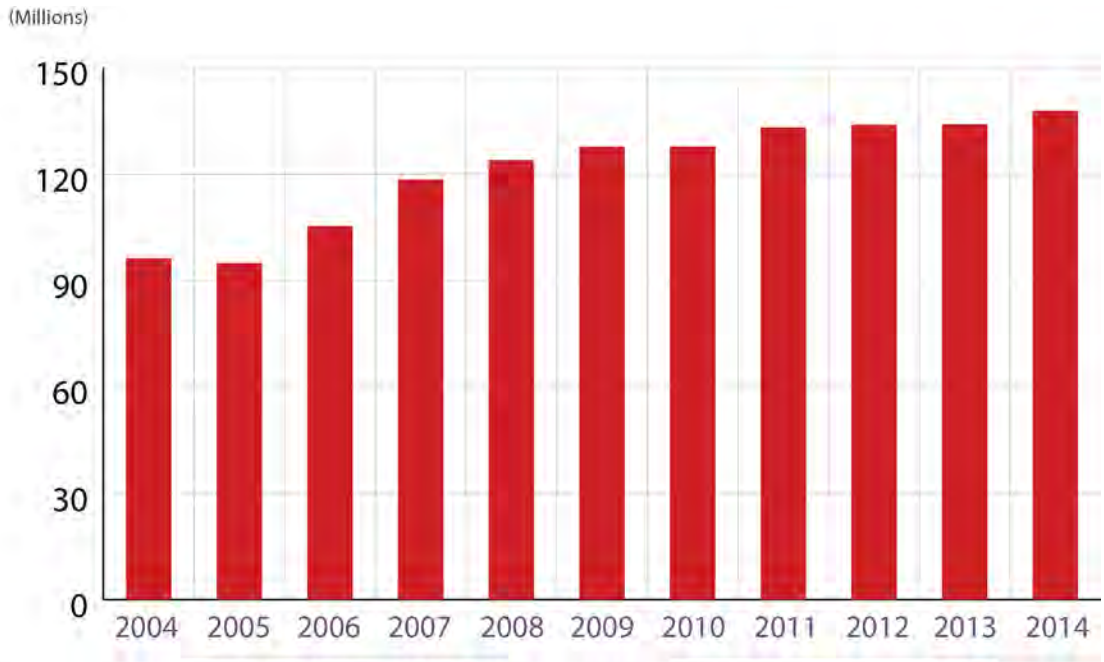
Figures 19 and 20 display the means for travel to work on a daily basis for South Sioux City residents. While the majority of commuters drove alone, a good number of commuters carpooled regularly. This number fluctuated with the average commuting times. While South Sioux City and the entire Siouxland region grows, the community should explore all forms of alternative transportation, from pedestrian/bike trails, to public transit, and rideshare programs. This will ensure short commuting times, less congestion, and a healthy, productive community.

Figure 20: Commuting Type



source 2009-13 ACS **5-YEAR ESTIMATES**, *Selected Economic Characteristics(DP03)*

Figure 21: Taxable Sales

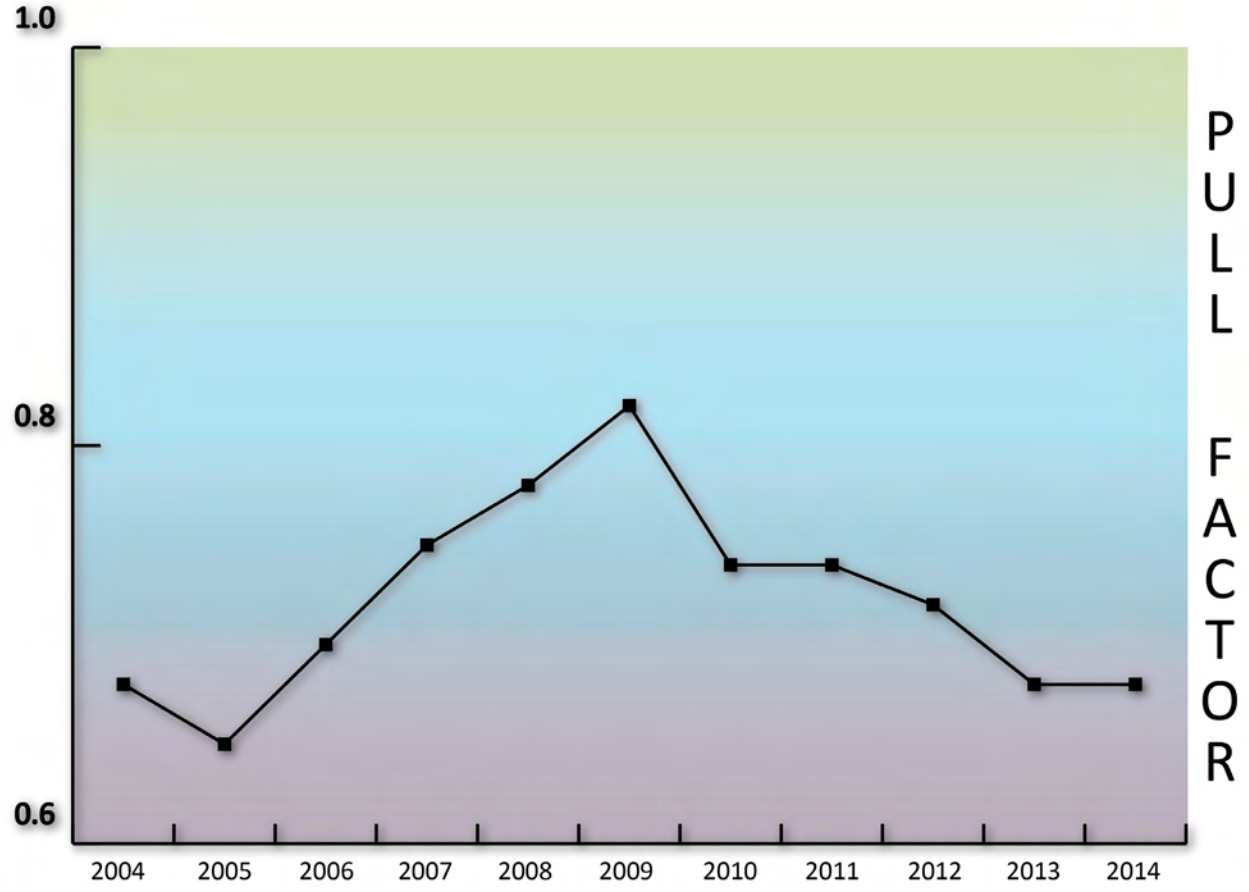


	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
City Net Taxable Sales (In Millions)	$96.2	$94.8	$105.3	$118.4	$123.9	$127.6	$127.7	$133.1	$133.9	$134.0	$137.8
% Increase Taxable Sales		-1.45%	11.07%	12.39%	4.72%	3.00%	0.05%	4.17%	0.67%	0.05%	2.85%
City Sales Tax Per Capita	$11,958	$11,802	$11,851	$12,007	$12,010	$12,213	$13,353	$13,367	$13,257	$13,424	$13,375

Taxable Sales

Figure 21 is a depiction of the annual growth in taxable sales recorded in South Sioux City. With exception of 2004 – 2005 South Sioux City experienced steady annual growth in taxable sales throughout the past decade. Sales tax growth outpaced population growth resulting in a steady increase in net per capita sales. This trend exemplifies an increasing productivity rate of the local workforce.

Figure 22: Pull Factor



Pull Factor

The pull factor trend shown in Figure 22 represents South Sioux City's market share of retail sales. By comparing the difference in per capita taxable sales, a determination can be found of the community's market share in the retail sector. A pull factor of 1.0 represents the break-even point, or a scenario in which a dollar of taxable sales in a community is matched by a dollar that "leaks" from the local market and is spent elsewhere.

South Sioux City's current pull factor lies at just under 0.70, meaning the dollars being spent outside of South Sioux City are about 30% greater than the dollars spent inside of the city. South Sioux City's proximity to the Siouxland Region and the larger city of Sioux City pulls a lot of potential retail sales away from the community. A spike in the community's pull factor in 2009 to over 0.8 can be a representation of a lot of trends. Fuel prices peaked in 2007 and 2008 causing more families to shop locally to limit fuel consumption. A large industrial construction project was also underway in South Sioux City area at the time which also drove up local taxable sales with an increase in local construction jobs.

[section 2.5]

COMMUNITY FACILITIES AND UTILITIES

Public Facilities and Utilities

State and local governments provide a number of services for their residents. The people, buildings, equipment, and land utilized in the process of providing these services are referred to as public facilities.

Public facilities represent a wide range of buildings, utilities, and services that are provided and maintained by the different levels of government. These facilities are provided to ensure the safety, well-being, and enjoyment of the residents of a jurisdiction. Facilities and services provide city residents with cultural, educational, and recreational opportunities as well as emergency responders to meet the public need. It is important for all levels of government to anticipate the future demand for their services if they are to remain an asset to the population.

This section will begin to evaluate the ability of the city to meet existing and future demand while determining the level of services that will need to be provided. The analyses of existing facilities as well as the future demand for services are contained in this section. Alternatively, in some instances, there are a number of services not provided by the local or state governments but are provided by non-governmental, private or non-profit organizations of the community. These organizations are equally important providers of services to the community and therefore should not be overlooked.

Community Facilities

The Community Facilities component of the South Sioux City Comprehensive Plan reviews present capacities of all public and private facilities and services. This section considers the current demands and accepted standards to determine whether capacity is adequate, as well as determine what level of service is required to meet future demands within the planning period. Finally, recommended improvements for community facilities and services that are not adequate for present or future needs are provided.

The Community Facilities for South Sioux City are divided into the following categories:

- **Parks and Recreation Facilities**
- **Educational Facilities**
- **Fire and Police Protection**
- **City Buildings**
- **Communication facilities**
- **Public Utilities**
- **Health Facilities**

Educational Facilities

Education facilities are instrumental in serving community residents and provide opportunities for quality of life, career advancement, and social education. As a community grows, the education system must grow along with it. Education facilities range from public and private primary schools, post-secondary institutions, and vocational training opportunities.

Cardinal Elementary- 820 East 29th Street

Covington Elementary- 2116 A Street

E.N. Swett Elementary- 2300 C Street

Harney Elementary- 1001 Arbor Drive

Lewis and Clark Elementary- 801 2nd Avenue

South Sioux City Middle School- 3625 G Street

South Sioux City High School- 3301 G Street

Gateway to Learning Program (Alternative High School) - W. 29th Street

Public Schools[1]

The South Sioux City Community School system consists of an early childhood center, five elementary schools (K-5), a middle school (6-8), and a high school (9-12). School enrollment lies around 4,000 students system-wide.

In 2015 the final phase a three-phase facility study was completed to evaluate the current condition of each school building, verified the program needs of the district, and create a master plan to address facility needs throughout the district. The completed Master Plan addresses the following issues:

- Planning of each facility in relation to current and anticipated educational program requirements
- Propose site development/improvements for each identified project
- Propose traffic and pedestrian safety/security improvements
- Suggest options for improvements to site access/organization
- Finalize project priorities and propose schedules for implementing the comprehensive plan
- Provide cost opinions for each phase of the implementation

The final study provides recommendations and budget items for existing and planned facilities for South Sioux City Community Schools and is accessible on the district's website.

Private Schools[2]

St. Michael's Catholic School is a private, Pre-Kindergarten through eighth grade school located at St. Michaels Church, 1315 First Avenue in South Sioux City. A charter of the Archdiocese of Omaha, St. Michael's enrollment is approximately 170 total students.[3]

Post-Secondary Education

College Center

The College Center is a collaboration between Northeast Community College and Wayne State College to provide Siouxland area residents educational options from certificates to master's programs. Opened in 2011, the College Center is located at 1001 College Way. Coursework programs include Business Administration, Criminal Justice, Elementary Education and Human Services-Counseling. The College Center also partners with local businesses and industry for job training programs.

[1] Ssccardinals.org
[2] www.stmichaelssc.org
[3] GreatSchools

Fire and Police Protection Facilities

South Sioux City Volunteer Fire Department

The South Sioux City Volunteer Fire Department was founded in 1915. The Department consists of five (5) full time staff, which includes the Fire Chief, three (3) Paramedics and one (1) EMT. Staffing needs are currently fulfilled with fourteen (14) volunteers, including four (4) EMT's.

The Department serves the South Sioux City area with the following equipment;

- 3 Engines
- 1 Ladder Truck
- 2 Ambulances
- 2 Civilian trucks

Currently the Fire Department is in the process of purchasing a new pumping engine.

A new 12,000 square foot station is underway near the Department's current station at 1501 1st Avenue. The station will encompass four standard drive through bays, wash bays, sleeping areas, and office space.

Police Protection and Law Enforcement

The South Sioux City Police Department and the Dakota County Sherriff share a location at the City-County Law Enforcement Center at 701 W. 29th Street in South Sioux City. The Center also houses the emergency 911 call center.

The South Sioux City Police Department consists of 27 full-time officers, two part-time community service officers, and one full-time administrative staff. The police vehicle fleet consists of eleven marked cruisers, and seven unmarked cruisers.

The Police Department also houses the Animal Control effort for South Sioux City. One vehicle and three staff are dedicated to Animal Control. The staff consists of two full-time officers and one part-time officer.

City Buildings

City Hall

The City Hall facility is located at 1615 1st Avenue. The property contains the administrative offices of the city and Council Chambers.

Image Source: Smith Metzger Architects

South Sioux City Public Library

The South Sioux City Public Library is centrally located in the community at 2121 Dakota Avenue.

The South Sioux City Public Library was founded in 1920 by the South Sioux City Women's Club. The Library was originally located in the city hall, but moved in 1934 to an abandoned telephone office. The current facility at 2121 Dakota Avenue was completed in 2004. The library is WiFi accessible and contains over 20 public access computers. Membership is open to all Dakota County residents. Non-residents library cards are $75 per year.

Operating equally as a community center as well as a library, the facility provides coursework and vocational training in technology and English as a Second Language (ESL). Rotating exhibits and programming can also be found at the library as well as genealogical research resources.

Health Facilities

Hospitals

Mercy Medical Center - 801 5th Street: Sioux City, IA

Clinics

Family Healthcare of Siouxland - South Sioux City Clinic - 3250 Plaza Drive

Multi Care Physicians Group - 1915 Dakota Avenue

Tri-State Physicians and Physical Therapy Clinic - 3900 Dakota Avenue

Assisted Living Centers

Regency Square - 3501 Dakota Avenue

Matney's Colonial Apartments - 3200 El Dorado Way

Walker Colonial Manor - 3200 'G' Street

Dental

Aitken Family Dentistry - 1509 West 29th Street

Family Dentistry - 305 West 29th Street

Family First Dental - 3220 Plaza Drive

Siouxland Dental Health - 2600 Cornhusker Drive

Chiropractic

Hoomany Chiropractic - 1901 Cornhusker Drive, #205

Multi Care Physicians Group - 1915 Dakota Avenue

Tapper Clinic - 1512 Dakota Avenue, #D

Tri-State Physicians and Physical Therapy Clinic - 3900 Dakota Avenue

Public Works and Utilities

Water System[3]

The Riverview Water Treatment Plant (WTP), constructed around 1983 is the primary source of water for the city of South Sioux City. It is designed for a maximum day production capacity of 3.2 million gallons per day (MGD). The plant treats ground water through aeration, chemical addition, pumping and pressure filtration. The rated capacity of the plant is determined by the capacity of the two aerators at 1,120 gallons per minute (gpm) each or 3.2 MGD.

The city has a second water treatment plant that is occasionally used during peak water demand periods in the summer. The B street WTP is much older and smaller. It is designed for maximum production of about 1.1 MGD and utilizes an aerator, chemical addition/detention, and four gravity filters. Currently, the B Street plant produces about 0.75 MGD due to supply limitations and the age of the water plan.

The city currently has six (6) wells in use serving the two treatment plants, though one well is in poor condition and currently not used. South Sioux City also has a connection to the Sioux City, IA water system. South Sioux City has an agreement to purchase water in times of need via a 16-inch main that extends under the Missouri River to the north side of the city. This 25-year agreement was signed in 2002. The current agreement allows for 2.7 MGD to be provided to the city. At this time, South Sioux City only utilizes this connection during times of peak demands or when the existing WTP's cannot keep the water towers full.

The city currently has four (4) separate elevated water storage towers with a rated capacity each of 0.25 million gallons (MG). One tower is the primary tower for the Roth Industrial Park south of I-129 in South Sioux City. High users in the park average demands at nearly 1 MGD per day.

The city's water demands average 2.8 MGD with peak day demand at 4.5 MGD. The city's current capacity of 4.9 MGD will need to be upgraded to alleviate transfer demands from the Sioux City water system.

Recommended Water Investments

In order to facilitate additional investment in the Roth Industrial Park, a new water tower will be required to serve the area. It is recommended that the B Street Water Treatment Plant be taken offline and replaced. Other improvements recommended are the general replacement of aging water mains throughout the city and the replacement of mains along Dakota Avenue under I-129 to alleviate an 8" bottleneck to the Roth Industrial Park Area.

These recommendations are reviewed in further detail in the 2014 Preliminary Engineering Report: Desktop Water Study.

Wastewater System[4]

Through a network of lift stations pumping wastewater to the main lift station, all wastewater is pumped to the Sioux City, IA treatment plant. The Sioux City Wastewater Treatment Plant is a 28.73 MGD facility located at 3100 Lewis Boulevard near the intersection of Interstate 29 and U.S. Route 20.

[3] 2014 Preliminary Engineering Report – Desktop Water Study

Originally constructed in 1961, the Sioux City Regional Wastewater Treatment Plant serves five communities from three different states, including:

- Sioux City, IA
- Sergeant Bluff, IA
- South Sioux City, NE
- North Sioux City, SD
- Dakota Dunes, SD

Recommended Wastewater Investments

The recommendations of improvements to the wastewater system is the continued maintenance and upgrading of lift stations as needed. The replacement or slip lining of aging sewer mains and the replacement of old manholes throughout the system are other recommended maintenance issues.

South Sioux City should continue monitoring and collaborating with Sioux City, IA on the capacity of the regional wastewater system. As Sioux City expands its system, the capacity requirements may limit any additional wastewater intake from South Sioux City.

Electrical Distribution System[5]

Until recently before the development of this Comprehensive Plan, Nebraska Public Power District (NPPD) supplied the electric system for South Sioux City. The system is a public utility. The City Council establishes policy, sets rates, and approves expenditures to operate the electric system. Looking to keep rates competitive as well as increase the electric supply from renewable resources, the city entered a six-year contract with Lincoln Electric System out of Lincoln, NE to supply 2-3 megawatts of power for the community. This agreement was approved in August, 2015 and reduces the supply of power from NPPD by up to 30%.

The electric system covers seven square miles. The distribution system's primary voltage is 12,470 Y and is supplied by seven substations located throughout the city. An estimated 80% of the electrical transmission system is subterranean. The city will continue work to bury the remaining overhead lines in the future.

Utility Service Providers

Table 1: Service Providers for South Sioux City

Service Providers	Natural Gas	Electric	Telephone (Cellular & Landline)	Internet	Water & Sewer
City of South Sioux City		X			X
MidAmerican Energy	X				
Qwest			X	X	
FiberComm			X	X	
Long Lines Broadband			X		X

2

[4] www.sioux-city.org/wwtp
[5] www.sioux-city.org

[section 2.6]

PARKS AND RECREATION PLAN

BIG MUDDY Workshop

Introduction

A city's parks and trail system are among of the cornerstones of quality of life for a community. Parks provide recreational opportunities to citizens of all ages, abilities and incomes. A community's trail system promotes healthy, active lifestyles by providing safe routes to walk and bicycle. Community trails also provide Safe Routes to School and give residents transportation options, in their daily travels around the community. Trails provide a multi-modal transportation option for residents to travel to their work places, benefiting low-income wage earners and decreasing the number of vehicles using local roads.

South Sioux City's park system is quite varied and extensive for a community of its size. Neighborhood and district parks are fairly well located throughout the community. Playgrounds at local elementary schools supplement the park system's playgrounds. This shortens the walk from home to nearby playgrounds for many families. The community's two largest parks, Scenic Park and Crystal Cove Park, provide a broad range of recreational opportunities that are not typical of many Nebraska communities. Community leaders in South Sioux City have capitalized on its location along the Missouri River. Scenic Park parallels the Missouri River for most of the area where the City abuts it. Freedom Park and the proposed riverfront open space within the Ho-Chunk Flatwater development will continue this connection between the community and the river. Crystal Cove Park includes a portion of a former oxbow lake, that once was the channel of the Missouri River. The lake is a beautiful feature within the park and it provides a safe "flatwater" boating experience.

This Chapter of the City Comprehensive Plan, summarizes the findings and recommendations derived from the park and trails master planning process. The vision for each of South Sioux City's existing parks is described. A drawing is included for each park, along with a list of potential improvements within that park. A rationale for determining the need for additional city parks as South Sioux City's population increases is provided, to ensure that parks remain an important factor in the quality of life experienced by those individuals who call South Sioux City "home".

Park Types

City parks can vary greatly in both size and the extent of recreational features within them. To better analyze how a community's parks serve its citizens' needs, categories have been established for different types of parks. The categories are based upon a park's purpose, size, and features. Communities of the size of South Sioux City typically have four to five types of parks. These categories include pocket parks & urban plazas that are often located in downtown or near community facilities, neighborhood parks that serve one or two nearby residential neighborhoods, community parks that serve several neighborhoods or portions of the entire community, regional parks that serve the entire community, and special use parks that serve unique needs. Since most elementary schools have outdoor play equipment, those school yards provide recreational opportunities, often functioning as neighborhood-type parks.

Pocket Parks and Urban Plazas

Pocket parks are generally one acre or less, and are often created to serve a special use or specific purpose. These types of parks often include more intensive landscape plantings, special features like sculptures, monuments, patriotic displays, decorative lighting and seating areas. They are not

intended for active recreation, but instead serve as areas for passive recreation or commemoration of historic events or individuals. Pocket parks and urban plazas are often placed in highly visible locations, to serve as focal points for a community.

Pocket parks and urban plazas in South Sioux City are:

- Albertson Bridgeview Park
- Dakota Gardens

Neighborhood Parks

Neighborhood parks are typically 10 acres or less in size, and are intended to serve residents who live within a ½ mile radius of the park. Ideally these parks are located near the center of the neighborhoods they serve, with easy pedestrian access via neighborhood sidewalks or bicycle access on low traffic volume streets.

These parks often include playground equipment, open area for informal play, green space that includes landscape plantings, and areas with picnic facilities, including individual tables and possibly a small open-air picnic shelter. Other features that may occur within neighborhood parks include splash pads, skate parks, specialty gardens, or other types of park improvements that may draw visitors from other neighborhoods of the community.

Neighborhood parks in South Sioux City are:

- Covington Park
- Raymond Park
- Curry Park

Community Parks

Community parks typically range in size from 10 to 50 acres, and primarily serve residents who live within a one-mile radius of the park. Typical features within a community park include a playground, open areas for informal play, picnic areas, open-air picnic shelter or pavilion, seating, walking paths, and plantings. Community parks often include unique features that attract people to travel a longer distance from home to use these parks. These unique features may serve a portion of, or the entire community. Examples of these unique features include a park containing a community's indoor ice rink facility, or a community center. Some community parks include a cluster of sports fields that serve certain sports leagues or age groups of athletes. Some community parks contain non-scheduled sports facilities like a disc golf course.

Community parks should be located on either collector or arterial streets for easy vehicle access, and should have off-street parking lots due to the higher number of visitors who may drive vehicles to these parks. Pedestrians should be able to access the park from nearby residential areas using local sidewalks, and the community trail system should provide direct pedestrian and bicycle connections to community parks.

Certain features within a community park, like its playground, picnic facilities and informal open play spaces, provide nearby residents with the recreational activities typically provided by neighborhood parks.

Community parks in South Sioux City are:

- Klasey Park
- Cardinal Park

Large City Parks

Large parks, those whose acreage exceeds 50 acres, often serving recreational needs for an entire community, are classified as "large city parks". Large city parks usually contain outstanding natural resource features, such as rivers, lakes, wetlands, forests or scenic areas that attract visitors and merit preservation of these tracts of lands as parks. The greater size of large city parks allows the development of a broad range of recreational facilities including sports field complexes, campgrounds, and bike trail systems.

Large city parks should be located along arterial streets or area highways to provide easy access to the park, and to serve the larger number of park visitors who will arrive by vehicle. Due to their size, many large city parks have their own internal road system that includes roads and parking lots. Pedestrians and bicyclists should be able to access these parks using the community trail system.

Large city parks in South Sioux City are:

- Crystal Cove Park
- Scenic Park
- Siouxland Freedom Park

Special Use Parks

Parks classified as "special use parks" serve unique needs of a community. This type of park doesn't neatly fit within the other park categories that are solely based on park size and service radius. Special use parks may serve a single interest or multiple purposes. A special use park could serve nearby residents as a neighborhood park, residents of other adjacent neighborhoods as a community park, and city-wide residents as a regional park, depending upon which park features are used by each type of visitors. In some cases, special use parks serve community-wide needs, but only attract a small percentage of the overall community to them.

Special use parks in South Sioux City are:

- John Dounangdara Memorial Park

Greenways

Greenways are typically areas or corridors that are set aside from development because they contain unique natural features. Sometimes, greenways are natural drainage ways such as creeks or natural wetlands. In other cases, greenways are created as a result of drainage improvement or flood protection projects. Whatever their origin, greenways sometimes provide an opportunity to connect individual parks into continuous systems, expanding recreation activities and providing multi-modal transportation options.

Greenways created as a result of public works drainage improvement projects often provide an opportunity to create trail systems for pedestrians and bicyclists, simply by paving the access paths that run along drainage ditches and allow maintenance vehicle access. As South Sioux City grows, combined maintenance access/recreational trails should be considered for inclusion in drainage improvement projects.

South Sioux City currently does not have any greenways, but opportunities may exist to create them as the City grows or public works drainage improvement projects are implemented.

School Yards

The grounds surrounding elementary and middle schools often provide recreational opportunities similar to those provided by city parks. A playground at an elementary school, that is available for neighborhood use during non-school hours, provides the same recreational activities as does a playground and open space within a city park. Since parent-teacher organizations typically raise funds to purchase and install school play equipment, school playgrounds are often larger and more extensive than city-funded playgrounds in nearby parks.

Elementary schools with playgrounds, hard surfaced play areas, and green spaces available for informal play, provide services similar to neighborhood parks. Assuming that elementary school playgrounds have a ½ mile radius service area similar to neighborhood parks, the schools are an important recreational resource.

Playgrounds exist at all six of South Sioux City's public and parochial elementary schools. At each of these sites, there is playground equipment and hard-surfaced play areas. Several of the elementary schools also have either open spaces for informal play or a sports field for active outdoor recreation. Sioux South City's elementary schools complement the community's neighborhoods and community park locations. The dispersed locations of the schools effectively shorten walking distances for many residents with children who desire to visit a playground.

SPARKS - Schools in a Park

Many communities and their school districts co-locate new elementary or middle schools with new parks in developing areas of town. South Sioux City's middle and high schools are adjacent to each other, and located just north of Cardinal Park. The local school district owns the site of Cardinal Park and has partnered with the City in developing the 15-acre site into a well-maintained small sports complex and neighborhood park. Collectively, these features function as a community park. This is an excellent example of different units of government working together to benefit the community by enhancing recreational opportunities.

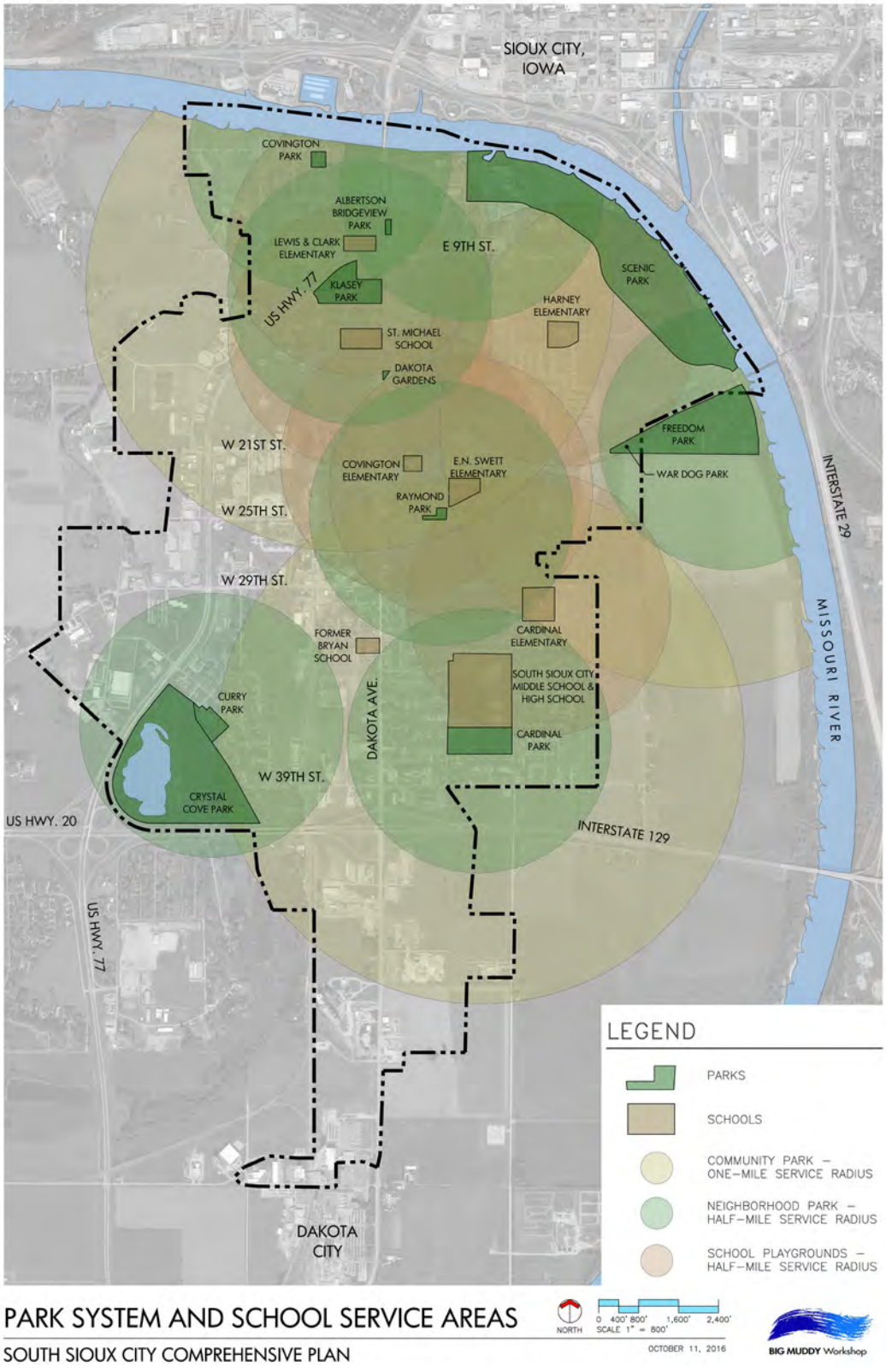
As South Sioux City grows and existing school buildings need to be replaced, the past successful cooperation by the City and school district should continue. When sites for new schools are selected, the City and school district should work together to ensure that the new school property can be large enough to also serve as a neighborhood or community park. In this situation, the school district would purchase land sufficient for the school building and associated site features with the City purchasing additional land for the park and developing the park's recreational facilities. This situation provides the opportunity for the City and school district to jointly develop and manage needed sports fields.

Park Service Areas

A park's size and existing features influence the distance that park visitors are willing to travel to use it. This is true whether that travel occurs on foot, on a bicycle, or riding in a vehicle. The travel distance relates to the facilities and recreational activities that exist in the park. The distance that people are generally willing to travel from their home to a nearby park is called a "park service area". As parks become larger in size and offer more recreational opportunities, the distance that visitors are willing to travel increases. Parks with outstanding natural features and larger sports field complexes tend to attract visitors from the greatest distance.

Two commonly accepted standards regarding travel distances to parks primarily serving nearby neighborhood residents is that all homes within a community should be within ½ mile of a neighborhood-size park. This distance is viewed as being within a reasonable walking distance

Map 1: Park System and School Service Areas



PARK SYSTEM AND SCHOOL SERVICE AREAS

SOUTH SIOUX CITY COMPREHENSIVE PLAN

from residents' homes. For the next larger type, community parks with their greater variety of facilities and larger size, all homes within a community should be within one mile of a community-size park. Facilities within a community park also satisfy the neighborhood park needs for residents living within ½ mile of a community park.

Individual Park Analysis

For each park, an inventory of facilities was conducted. A number of characteristics in each park were analyzed including general site accessibility, playground age and equipment accessibility, condition of pavements, and condition of permanent facilities.

This section provides a written description for each park that reviews its existing uses, park type, park size, characteristics/deficiencies, and opportunities for park improvement. A Park Inventory Drawing for each park accompanies the text, to aid illustrating each park's features and related analysis.

Albertson Bridgeview Park

Description:
This park is well-developed, and contains several memorials to Siouxland Armed Forces veterans. The memorials commemorate the dedication of the Siouxland Veterans Memorial Bridge that crosses the Missouri River just north of the park, a community memorial to Siouxland veterans, and a memorial for those veterans who served in Operation Desert Storm. The park also contains 50 flags, two static display artillery pieces, ornamental flower beds, walks, two plazas and benches with a few mature shade trees. Off-street parking stalls along the park's south edge provide safe and convenient access to the parks and its memorials. A low, linear raised planter is located in the park's southwest corner. It runs along an adjacent alley and appears to have been placed there to screen views of an adjacent garage. The planter contains several mature conifer trees.

Park type: Pocket Park/Urban Plaza
Size: 0.8 acres
Location: Along Dakota Avenue, between West 7th and West 8th Streets

Park Characteristics/Deficiencies:

- The park's intent to serve as a community memorial limits its uses to passive recreation – viewing the memorials, strolling, using the park's benches.
- Park is maintained to a level that is consummate with its importance as a community memorial and entrance.
- Park has good pedestrian connections to the adjacent residential neighborhood.
- Off-street parking provides easy access for visitors driving to the park.
- Off-street parking is paved but lacks an accessible parking stall.
- Raised planter and conifers in it are in generally poor condition.
- Shade trees in park are of similar age and condition.
- Some trees in park are Green Ash.

Park Improvement Opportunities:

- Within the existing off-street parking, provide one accessible parking stall with a van access aisle. This will require removal and replacement of a section of existing curb and sidewalk to install a curb ramp, striping and signing the stall and aisle, and installing ADA signage. This will decrease the parking stalls from seven to six, which should be

sufficient to serve the park.

- Remove raised planter and declining conifer trees. Replace with row of flowering ornamental trees, such as serviceberry or flowering crabapples to screen view of adjacent private garage.
- Increase species diversity of park trees by planting young shade trees of species recommended by the Nebraska Statewide Arboretum.
- Proactively plant two young shade trees to replace each existing green ash tree in the park.
- Locate new shade trees to avoid blocking view of nearby commercial properties from Dakota Avenue.

Future Use:

- Continue the park's role as a community memorial to Siouxland veterans.
- Maintain as focal point for south terminus of Veterans Memorial Bridge community entrance.
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 2: Albertson Bridgeview Park - Inventory

Cardinal Park

Description:
Cardinal Park is home to the South Sioux City Community Arboretum. This park was developed upon land owned by the South Sioux City School District and its core park area serves as a neighborhood park for the surrounding residential neighborhood. The park and adjacent sports fields are operated and maintained by the school district. The property is adjacent to the community's Middle and High Schools, with a segment of the Al Bengston Trail Network running through it. The City-maintained area contains a playground, a small group picnic shelter, a single table picnic shelter, a system of rubber mat walks with benches along it, and the community arboretum. The arboretum plantings consist of deciduous shade trees, conifer trees and a few planting beds with shrubs or grasses. A demonstration rain garden with an interpretive panel explaining benefits of rain gardens is located along the community trail, at the west edge of the park. A gravel parking area exists along the north side of Cardinal Drive, extending for about 300 feet, serving the park and adjacent ballfields.

Park type: Community Park
Size: 15.1 acres
Location: Along Cardinal Drive, between "C" and "G" Streets

Park Characteristics/Deficiencies:
- Park has good pedestrian connections to adjacent residential neighborhood.
- Park is along the community trail system.
- Off-street parking provides easy access for visitors driving to the park and nearby ball fields.
- Off-street parking is gravel surfaced but lacks paved accessible parking stalls.
- Park walks are rubber tiles which are uneven and in poor condition.
- Picnic shelters lack paved access routes.
- Playground is older and lacks in accessible routes to equipment.
- Benches adjacent to playground do not have paving under them, do not include wheelchair seating space and do not have paved access routes to them.
- Benches along walks are on paved areas but do not include wheelchair seating space.
- Educational and demonstration value of the community arboretum could be increased by expanding diversity of plants species in Cardinal Park.

Opportunities:
- Within existing off-street parking, provide a minimum of two accessible parking stalls with van access aisle.
- Review condition of existing rubber mat walks to determine if uneven areas can be corrected.
- Provide paved access routes to playground perimeter and seating areas. Provide resilient surface access routes to all playground equipment.
- Provide paved access routes to picnic shelters and barbeque grills.
- Provide paved access routes to the required percentage of individual picnic tables per ADA design guidelines.
- Provide the required percentage of accessible picnic tables per ADA design guidelines.
- Provide seating space for a person who uses a wheelchair at one end of all benches.
- Continue recent tree planting efforts in open park areas and near ball fields. Ensure that new plantings increase diversity of trees by planting young shade and conifer trees of species recommended by the Nebraska Statewide Arboretum.

FUTURE USES:

- Continue use as a Community Park.
- Continue use as Community Arboretum site. Consider expanding Community Arboretum to include other city parks and other public properties to increase its educational value.
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 3: Cardinal Park - Inventory

Covington Park

Description:
Covington Park serves an older residential neighborhood that is in the community's northwest corner. The park covers an entire square block and contains a variety of recreational features. The park includes a medium-sized group picnic shelter, a sand volleyball court and a full-sized basketball court. The playground includes a playground structure, dome climber and swing set. Two portable toilets, one of which is accessible, provide sanitary facilities. Clusters of mature shade trees occur around the park's perimeter. On-street parking stalls are available along all four sides for visitors driving to the park.

Park type: Neighborhood Park
Size: 2.0 acres
Location: Between West 3rd and West 4th Streets and 4th and 5th Avenues

Park Characteristics/Deficiencies:

- Park has good pedestrian connections to adjacent residential neighborhood.
- Park is along the community trail system.
- Sidewalks around perimeter of park have areas of uneven or broken pavement.
- On-street parking is available on adjacent streets but no accessible parking stalls exist within park.
- Picnic shelter has a paved access route from sidewalk to shelter.
- Drinking fountain at shelter's west end is accessible but not does not work.
- Barbeque grills adjacent to shelter do not have a paved access route and pad around grills.
- Frost-free hydrant north of shelter does not have a paved access route and pad around hydrant.
- Trash dumpster sits on uneven gravel area. There is no paved access route to the dumpster.
- Portable toilets are placed on paved pads but lack a paved access route from the nearby walks.
- Playground is older and lacks in accessible routes to equipment. It appears that the main structure lacks a transfer station platform.
- Safety surfacing beneath dome climber lacks adequate depth to attenuate falls from equipment.
- Benches adjacent to playground do have paving under them but do not include wheelchair seating spaces and do not have paved access routes to them.
- Park lacks ADA curb ramps at all four adjacent street intersections.

Park Improvement Opportunities:

- Provide designated on-street parallel ADA parking stall or off-street parking stall with van access aisle. Connect aisle to street sidewalk with a curb ramp.
- Providing complete accessibility for picnic shelter can easily be achieved by providing additional paved routes and pad.
- Provide paved access routes and pads for grills and hydrant.
- Provide the required percentage of accessible picnic tables per ADA design guidelines.
- Provide paved pad for dumpster and paved accessible route to dumpster.
- Provide paved accessible route to portable toilet pads. Pour new walk to ensure that transition point from walk to portable toilet meets ADA design guidelines.
- Provide paved accessible routes to basketball court and sand volleyball court.
- Determine if existing playground equipment meets current ADA access requirements. Replace playground structure if it does not comply, when funding can be obtained for new equipment.

- Provide paved access routes to playground perimeter and seating areas.
- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.
- Provide curb ramps at all intersections according to ADA design guidelines.
- Increase species diversity of park trees by planting young shade and conifer trees of species recommended by the Nebraska Statewide Arboretum.
- Proactively plant two young shade trees to replace each existing green ash tree in the park.

Future Uses:

- Continue use as a neighborhood park with group picnic shelter.
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 4: Covington Park - Inventory

Curry Park

Description:
Curry Park is adjacent to Crystal Cove Park and shares some park features with the larger park. The park has off-street parking, a small picnic shelter, a playground area and open space for informal play. The Al Bengston Trail Network runs through the park and the parking lot serves as a trailhead for the community trail system. One hole of the Crystal Cove disc golf course runs through Curry Park. The park has scattered groups of trees.

Park type: Neighborhood Park
Size: 4.2 acres
Location: At the south terminus of Parkview Drive, immediately north of Crystal Cove Park

Park Characteristics/Deficiencies:

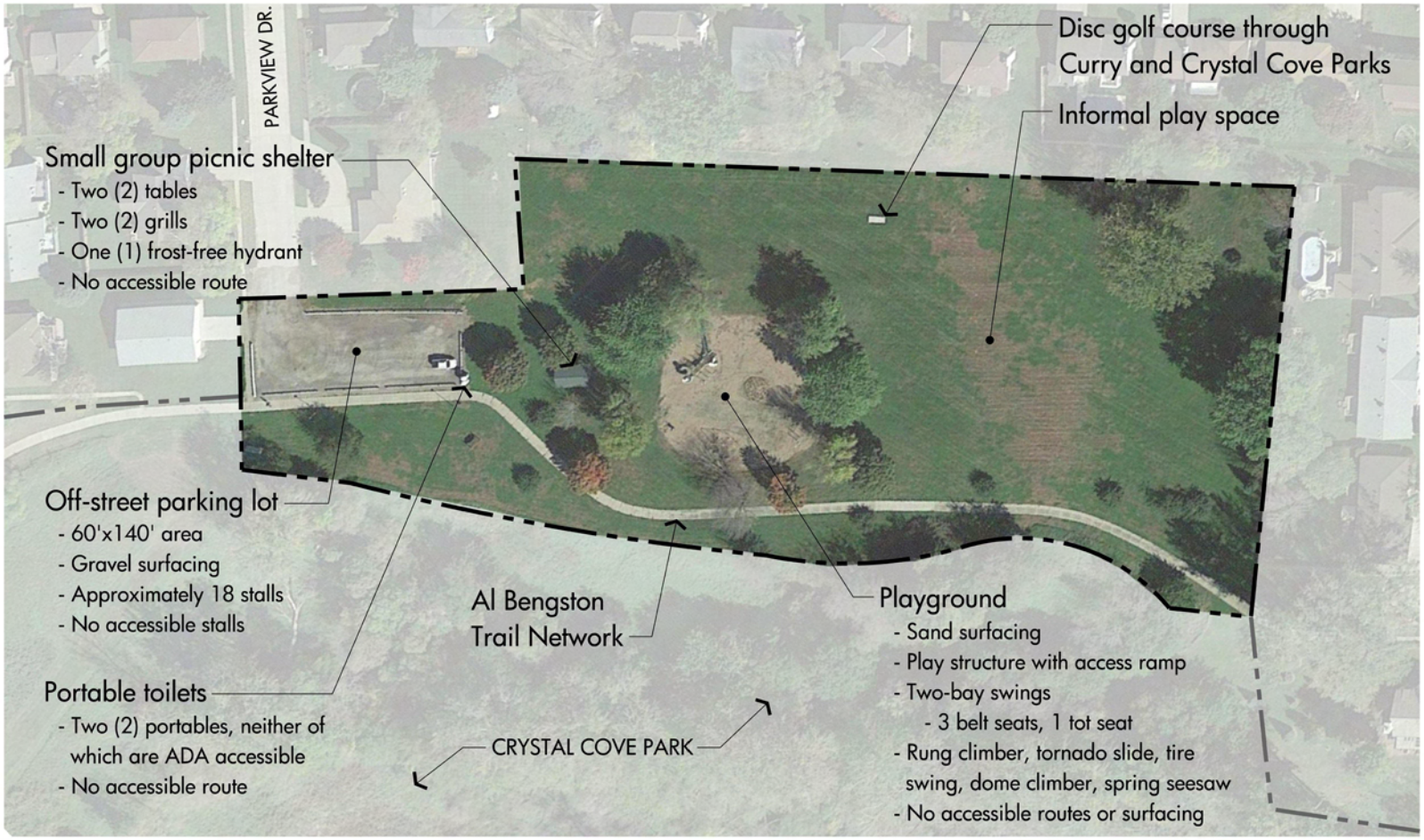
- Park has good pedestrian connections to adjacent residential neighborhood.
- Park is along the community trail system.
- Off-street parking provides easy access for visitors driving to the park.
- Off-street parking is gravel-surfaced but does not drain well.
- Off-street parking lacks paved accessible parking stalls.
- Playground is older, spread out over large area and lacks accessible routes to equipment.
- Access ramp on one piece of playground equipment has vertical drop at end.
- Portable toilets are placed next to parking lot and trail but lack a paved access route to them. Both toilets on site were non-ADA accessible units.

Park Improvement Opportunities:

- Parks directly connects to Crystal Cove Park, serving as its northern entry and trailhead for community trails.
- Within existing off-street parking, provide a minimum of two accessible parking stalls with van access aisle
- Provide paved accessible route to portable toilet pads. Pour new walk to ensure that transition point from walk to portable toilet meets ADA design guidelines.
- Provide paved accessible route to picnic shelter.
- Provide paved access routes and pads for grills and water hydrant.
- Provide the required percentage of accessible picnic tables per ADA design guidelines.
- Determine if existing playground equipment meets current ADA access requirements. Replace structure if it does not comply when funding can be obtained for new equipment.
- Provide paved access routes to playground perimeter and seating areas.
- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.
- Increase species diversity of park trees by planting young shade and conifer trees of species recommended by the Nebraska Statewide Arboretum.
- Proactively plant two young shade trees to replace each existing green ash tree in the park.

Future Uses:

- Continue role as a neighborhood park while also serving as the northern entry to Crystal Cove Park and providing trailhead parking.
- Implement site accessibility improvements to allow everyone to fully use the park.



CURRY PARK - INVENTORY

SOUTH SIOUX CITY COMPREHENSIVE PLAN

Profile

Crystal Cove Park

Description:
Crystal Cove Park includes a portion of a former Missouri River oxbow lake and adjacent wetlands. The park serves as an open space anchor in the community's southwest corner. The park includes a small lake and wetlands with upland areas around the lake and between the lake and wetland. A boat ramp and fishing pier allow visitors to gain better access to fishing in the lake. Boat engines are limited to electric motors or muscle-powered propulsion. The lake was renovated to improve its water-quality in 2006 and as a very high water clarity that is unusual in Nebraska.

A portion of the Al Bengston Trail Network passes through the park, encircling the lake. An 18-hole disc golf course is located along the area between the lake and wetlands, extending into adjacent Curry Park. There is a small group picnic shelter north of the boat ramp parking lot. A new pavilion and viewing blind are located north of the fishing pier. The majority of park facilities are located near the lake's southeastern corner in an area accessed from West 39th Street. A sign in this area designates that portion of the park as Ron Rapp Park. There is one single table picnic shelter and a large group picnic shelter in this area of the park.

Park type:	Large City Park
Size:	116 acres
Location:	Northeast corner of the intersection of U.S. Highway 77 and Interstate 129

Park Characteristics/Deficiencies:

- Park has good pedestrian connections to adjacent residential neighborhood.
- Park is along the community trail system.
- Main parking lot is paved with an asphalt overlay circular turnaround at its southern terminus.
- Main parking lot has a total of 43 stalls with one designated accessible stall.
- Barbeque grills adjacent to large shelter do have pavement around them but some maintenance is needed to repair pavement joints and remove weeds between shelter floor and grill pads.
- Frost-free hydrant near shelter does not have a paved access route and pad around hydrant.
- Individual concrete picnic tables are scattered around the developed portion of the park. None of these tables meet accessible table standards and all lack paved access routes to them.
- Existing restroom building is not used and in poor condition.
- Portable toilets are placed on paved pads but lack a paved access route from the nearby walks.
- Playground is newer but lacks an accessible route to equipment.
- Main walk to accessible fishing dock exceeds allowable longitudinal slope.
- New bench south of dock walkway is installed with adjacent accessible seating area.
- Walk to new pavilion and viewing blind is too narrow due to presence of existing bench.
- Boat launch dock lacks an accessible route and paved accessible parking stall.

Park Improvement Opportunities:

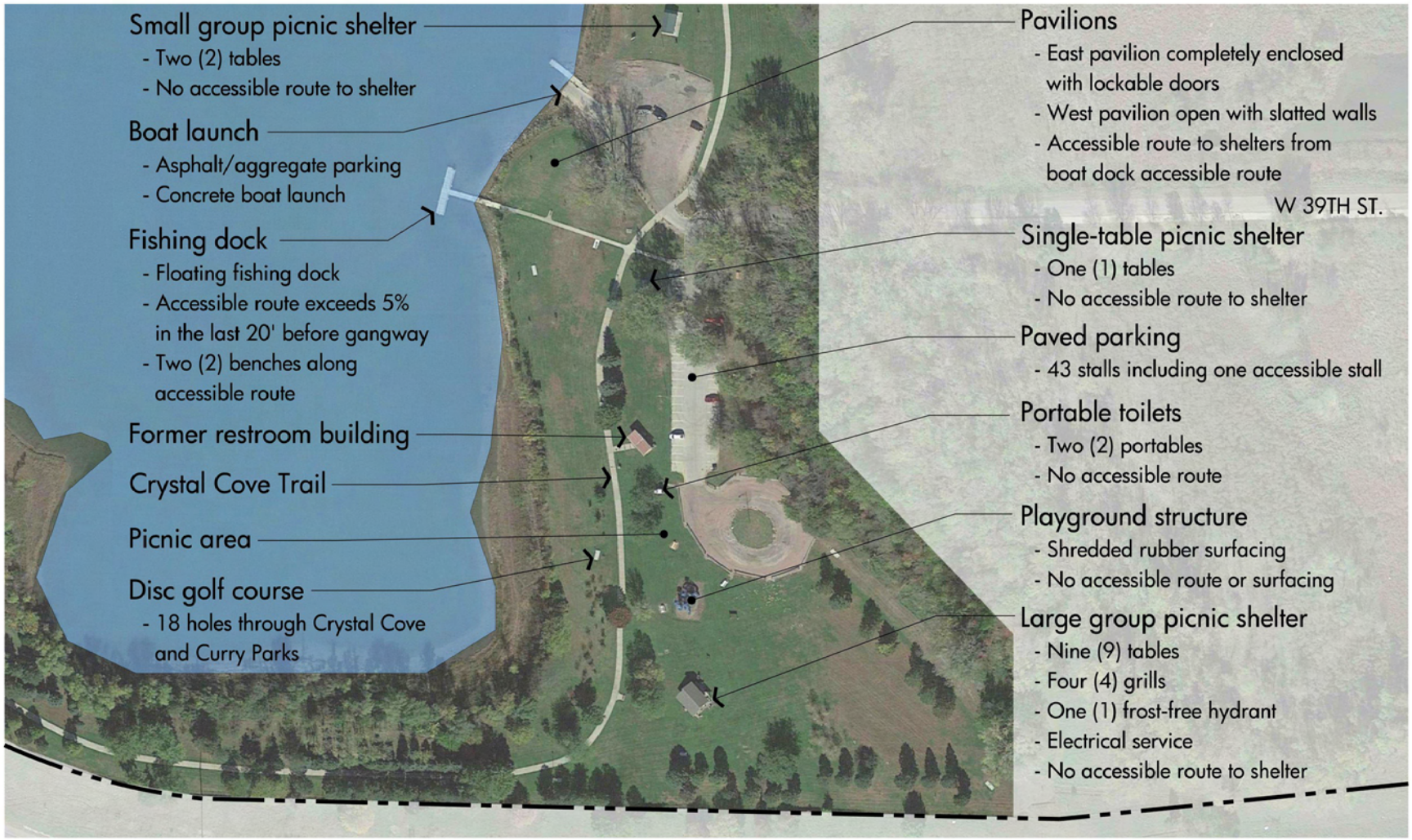
- Within main parking lot provide one additional accessible parking stall with van access aisle. This will require removal and replacement of a section of existing curb similar to existing accessible stall, adding a sidewalk from the new stall to a nearby walk or trail, striping and signing the stall and aisle, and installing ADA signage. This will decrease the parking stalls from 43 to 42, which should be sufficient to serve this area of the park. Locate new stall near south end of main lot to serve Ron Rapp Park area.

- Within boat ramp parking lot construct two paved accessible parking stalls with van access aisles. Locate one stall to serve the boat ramp dock and the other to serve the north picnic shelter.
- Pave gravel area above boat ramp to eliminate erosion in this area.
- Create rain garden south of boat ramp to treat runoff currently causing the erosion in this area and protect the restored lake.
- Create rain garden from north side of boat launch dock to north edge of parking lot to treat runoff from parking and protect the restored lake.
- Widen or rebuild portion of existing route from fishing pier walk to pavilion and viewing blind, where existing bench makes accessible route too narrow to meet ADA design guidelines.
- Provide paved accessible route to portable toilet pads. Pour new walk to ensure that transition point from walk to portable toilet meets ADA design guidelines.
- Provide paved access routes to all three picnic shelters.
- Repair or replace concrete pads under barbeque grills.
- Provide paved access route to water hydrant.
- Provide seating space for a person who uses a wheelchair at one end of all new benches.
- Provide paved access routes to playground perimeter and seating areas.
- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.
- Increase species diversity of park trees by planting young shade and conifer trees of species recommended by the Nebraska Statewide Arboretum.
- Proactively plant two young shade trees to replace each existing green ash tree in the park.

Future Uses:

- Continue use as Large City Park providing “flatwater” recreation, nature observation and fishing opportunities to the community
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 6: Crystal Cove Park - Inventory



Map 7: Crystal Cove Park - Inventory Detail

Profile

Dakota Gardens

Description:
This modest green space is the site of the former City Hall. The new City Hall is located west of the park, across 1st Ave. The green space serves as a green oasis for motorists traveling along Dakota Avenue, and as a "front yard" for City Hall. The park includes a few trees, several ornamental planting beds, three benches, a decorative fountain, decorative lighting and a flagpole. Two memorials to former city employees exist in the park.

Park type: Pocket Park
Size: 0.3 acres
Location: At the intersection of Dakota Avenue and 1st Avenue

Park Characteristics/Deficiencies:

- Park has good pedestrian connections to adjacent properties.
- Off-street parking stalls in the City Hall parking lot provide easy access for visitors driving to the park.
- Benches near center of garden and decorative fountain do not have paved access routes to them from nearby sidewalks.
- Benches are on paved areas but do not include wheelchair seating space.
- Planting beds appear to have drainage issues. Standing water was present at the time of observation.
- Shade trees in park lack diversity; they are of similar age and physical condition.

Park Improvement Opportunities:

- Provide paved access route that extends from First Avenue to Dakota Avenue that connects to the three existing benches.
- Consider creating a paved plaza surrounding the decorative fountain to improve accessibility and reduce maintenance by eliminating a portion of lawn.
- Provide seating space for a person who uses a wheelchair at one end of all benches.
- Consider creating slightly raised planting beds (6 inches or so) to improve drainage for ornamental plantings.
- Increase species diversity of park trees by planting young shade and conifer trees of species recommended by the Nebraska Statewide Arboretum.

Future Uses:

- Continue park's role as a location for memorials to former city employees.
- Maintain as focal point and "front yard" for City Hall.
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 8: Dakota Gardens- Inventory

Klasey Park

Description:
Klasey Park contains Voss Fields, two competition American Legion Baseball fields and an associated parking area in its western half. In its eastern half, the park facilities are more passive in nature with two large group picnic shelters, two playgrounds, a basketball court, and green space with mature trees. A public sidewalk exists along First Avenue but the park lacks an internal walk system forcing visitors to use roads for pedestrian circulation. There is a demonstration rain garden with an interpretive exhibit near the park sign in the southeast corner. The playgrounds and open space in this park serve a neighborhood park function for nearby residents. The park is named in honor of Fred W. Klasey, a long-serving former mayor and council member who championed the City's park system.

Park type: Community Park
Size: 17.2 acres
Location: 1st Avenue and West 11th Street

Park Characteristics/Deficiencies:

- Park is not along the community trail system but has connections to the adjacent residential neighborhood.
- Off-street parking provides easy access for visitors driving to the park.
- Park roads are paved.
- Off-street parking is gravel surfaced but lacks paved accessible parking stalls.
- Park lacks internal walk system forcing visitors to use roads for pedestrian circulation.
- Picnic shelters lack paved access routes from accessible parking to shelters.
- Barbeque grills adjacent to shelters do not have a paved access routes and pads around grills.
- Frost-free hydrant south of shelters does not have a paved access route and pad around hydrant.
- Portable toilets are placed on paved pads but lack a paved access route to nearby picnic shelters and playgrounds.
- Playgrounds are newer but lack accessible routes to equipment. South playground may lack a transfer station platform.
- Benches adjacent to playground and basketball court do not have paving under them, do not include wheelchair seating space and do not have paved access routes to them.
- Basketball court has a surface drainage issue.

Park Improvement Opportunities:

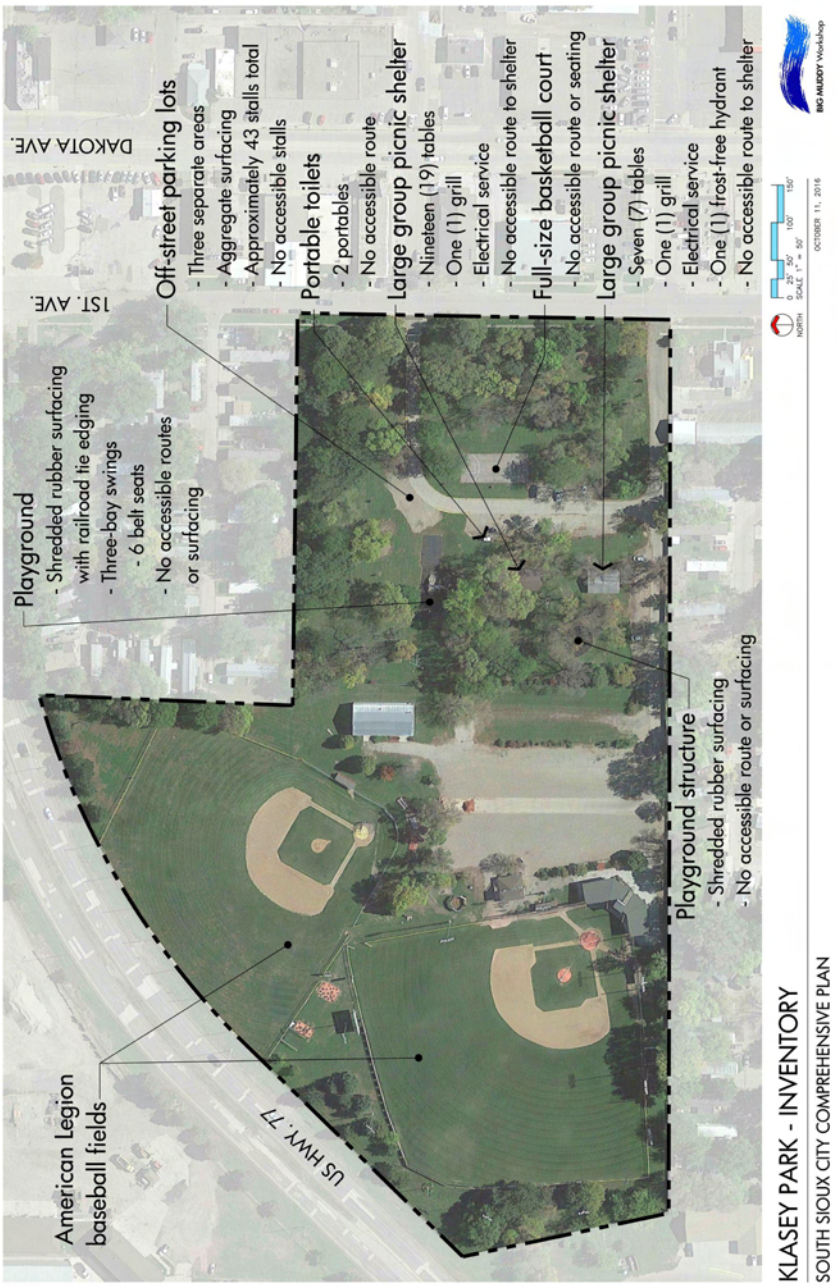
- Within existing off-street parking, provide a minimum of two accessible parking stalls with van access aisle near picnic shelters.
- Create an internal walk system that begins at the public sidewalk along First Street and arcs through the park connecting the picnic shelters, playgrounds, portable toilet location, and basketball court before reconnecting with the public sidewalk.
- Provide paved access routes from accessible parking stalls to both picnic shelters.
- Provide paved access routes and pads for grills and water hydrant.
- Provide paved accessible route to portable toilet pads. Pour new walk to ensure that transition point from walk to portable toilet meets ADA design guidelines.
- Determine if existing playground equipment meets current ADA access requirements. Replace structure if it does not comply when funding can be obtained for new equipment.
- Provide paved access routes to perimeter of both playgrounds and seating areas.

- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.
- Investigate if creating a depressed rain garden near the basketball court will eliminate the surface drainage problem. Provide maintenance on court pavement joints to remove weeds.
- Provide access route to bench near basketball court and install pavement below bench with space for a person who uses a wheelchair at one end.

Future Uses:

- Maintain current uses as local home of American Legion Baseball and locations for large group picnic events.
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 9: Klasey Park - Inventory



Raymond Park

Description:
Raymond Park is a neighborhood park that serves an older residential area in the center of South Sioux City. The park has two playgrounds, a picnic shelter, open areas for informal play and groupings of mature shade trees. A portion of the park extends west behind several adjacent homes that front East 24th Street. East 25th Street extends along the park's south edge and it is gravel surfaced. The park has two portable toilets with one being an accessible unit

Park type: Neighborhood Park
Size: 1.7 acres
Location: Between East 24th and East 25th Streets and "B" and "C" Streets

Park Characteristics/Deficiencies:

- Park is not currently along the community trail system but a future trail project will connect to it.
- Off-street parking is gravel surfaced but lacks paved accessible parking stalls.
- Picnic shelter lacks a paved access route from accessible parking.
- Barbeque grill adjacent to shelter does not have a paved access route and large enough pad around grill.
- Frost-free hydrant west of shelter does not have a paved access route and pad around hydrant.
- Portable toilets are placed on paved pads but lack a paved access route to accessible parking and the picnic shelter.
- South playground is newer but lacks an accessible route to equipment.
- North group of play equipment is older and lacks an accessible route to equipment.

Park Improvement Opportunities:

- Within existing gravel off-street parking, provide a minimum of one paved accessible parking stall with paved van access aisle.
- Provide paved access routes to picnic shelter from accessible parking.
- Provide paved access routes and pads for grills and water hydrant.
- Provide paved accessible route to portable toilet pads. Pour new walk to ensure that transition point from walk to portable toilet meets ADA design guidelines.
- Provide paved access routes to perimeter of both playgrounds and seating areas.
- Provide resilient surface access routes to all playground equipment per ADA and ASTA design guidelines.
- When East 25th Street is paved, pave all park off-street parking stalls along East 25th Street.

Future Uses:

- Continue use as neighborhood park.
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 10: Raymond Park - Inventory

Scenic Park

Description:
Scenic Park is South Sioux City's flagship park providing a wide variety of recreation opportunities over an expansive area that borders the Missouri River. Scenic Park's size is uncommon for communities the size of South Sioux City. Acquiring and developing Scenic Park occurred over several decades due to the leadership of elected and appointed local officials. Scenic Park serves many roles for the local community. The park's west end serves as a neighborhood park for the adjacent residential areas. Norm Waitt Sr. YMCA and South Sioux City Outdoor Pool provide recreational and youth development opportunities for Siouxland youth. Scenic Park's campground operates year-round providing recreational vehicle and tent camping as well as four cabins for rent. The campground serves local families, as well as travelers.

Scenic Park has a large number of sports fields including five softball/baseball fields and fifteen soccer fields. Several playgrounds are located throughout the park. Two of the playgrounds are located within the sports field areas allowing younger siblings the opportunity to play on them while other siblings participate in sports. Two small picnic shelters are located within the sports field areas. A large picnic shelter, playground, and nearby park gazebo near the park's western end create a large group picnic facility.

A system of trails threads its way through the park including a segment of Al Bengston Trail. A leg of this trail extends west through undeveloped land to Arbor Drive connecting the residential areas near Harney Elementary School to Scenic Park. A multi-lane public boat ramp with designated parking for vehicles with trailers provides boating access to the Missouri River.

Park type:	Large City Park
Size:	159 acres
Location:	Between Riverview Drive and the Missouri River from "D" Street to the BNSF railroad

Park Characteristics/Deficiencies:

- Park is a well-developed flagship-type facility that provides a broad range of passive and active recreational activities.
- Park is along the community trail system. Al Bengston Trail and other trails connect park areas and facilities together providing pedestrian and bicycle access.
- Off-street parking lots located throughout the park provide easy access for visitors driving to facilities in the park.
- Norm Waitt Sr. YMCA and the outdoor pool have designated accessible parking stalls that are properly marked and signed. Other park facilities lack designated accessible parking stalls and signage.
- Most park facilities including the park gazebo, smaller picnic shelters and picnic table pads lack access routes from nearby parking to these facilities. The large group picnic shelter has an accessible route.
- Barbeque grills adjacent to shelter do not have a paved access route and pad around grills.
- Playgrounds are newer but lacks an accessible route to equipment.
- Benches along walks are on paved areas but do not include wheelchair seating space.
- Portable toilets near shelter are on an accessible route. One of these units is accessible.

Park Improvement Opportunities:
Due to the size and complexity of Scenic Park, the park improvement opportunities are grouped by areas within the park:

Riverview Drive and "D" Street Picnic Area

This area has paved off-street parking and a wide sidewalk connecting the parking to the group picnic shelter. Two portable toilets, including one accessible unit, are located on a paved area near the parking lot. The two grills and water hydrant serving the shelter and the adjacent new playground do not have access routes to them. A wooden gazebo is located to the east.

- Within existing off-street parking, provide two accessible parking stalls with a common van access aisle. This will require striping and signing the stall and aisle, and installing ADA signage. Stripe other parking stalls to delineate car spacing and improve efficiency.
- Provide paved access routes and pads from shelter to grills and water hydrant.
- Provide paved access routes to playground perimeter and seating areas.
- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.
- Provide paved access route to gazebo from accessible parking.
- Public Boat Launch
- Provide van access aisle for accessible parking stall near boat ramp.
- Provide access route from parking to boat dock.
- Evaluate boat dock to determine what modifications, if any, are needed to meet ADA design guidelines for boating facilities.
- Campground
- Evaluate entire campground for site accessibility issues including a review of all buildings for interior accessibility issues. Provide the minimum number of accessible recreational vehicle and tent pads to meet ADA design guidelines.

Fishing Access Area at Riverview Ballfields

This gravel-surfaced lot provides river bank fishing access and serves as a trailhead for persons visiting the Al Bengston Trail. A stone and timber revetment projects into the Missouri River just east of the parking lot. People who come to fish at this location use the revetment and bank areas up and downstream of it to fish.

- Within existing gravel parking lot, provide a minimum of two paved accessible parking stalls with van access aisle.
- Provide a paved trail to riverbank and install either an accessible floating or permanent fishing pier.
- Consider placing one accessible portable toilet on paved pad adjacent to Al Bengston Trail to serve people fishing at site and trail visitors.

Riverview Ballfields

Riverview Ballfields include a three-field complex with a central concession, restroom and announcing booth served by one parking area, and a second two-field complex that has a concession building, restroom building and parking lot. Both parking areas are gravel surfaced. Several picnic shelters are located within the ballfield area, along with a playground which is located midway between the two sets of ballfields. The ballfields lack a system of accessible routes from parking areas to the fields and their associated support facilities (ballfields, bleachers, restrooms, concession stands).

- Within existing parking lot, provide, at the least, the minimum of number of accessible parking stalls with van access aisles required by ADA design guidelines, based upon the total number of parking stalls. Place stalls in locations adjacent to paved access routes to ball

fields and associated support facilities to picnic and playground area.
- Create an internal walk system within the ballfield complex to provide accessible routes from parking to all ballfields and spectator seating areas.
- Provide paved access routes to all picnic shelters from nearby accessible parking or from the Al Bengston Trail.
- Provide paved access routes to playground perimeter.
- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.
- Provide benches on paved pads near playground that are served by an accessible route and have wheelchair seating.
- Evaluate all buildings relative to accessibility issues.

Jeffrey C Dible Soccer Complex

Dible Soccer Complex includes 15 fields and paved parking. Most of the fields have a bleacher on a paved pad on the field's west side. A playground and several picnic shelters are located within the complex. Accessible routes to these features and to any of the fields is lacking. A leg of the Al Bengston Trail cuts through center of the Complex. A large vertical concrete screen was erected near the Complex's main parking lot to allow outdoor movies to be shown at night. A raised stage is located at the base of the movie screen.

- Within existing off-street parking, provide, at the least, the minimum number of accessible parking stalls with van access aisles required by ADA design guidelines, based upon the total number of parking stalls. Place stalls in locations adjacent to paved access routes to soccer fields and to picnic and playground area.
- Create an internal walk system within the soccer complex to provide accessible routes from parking to, at the least, the minimum of number of soccer fields required by ADA design guidelines.
- Provide paved access routes to all picnic shelters from nearby accessible parking.
- Provide paved access routes to playground perimeter.
- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.
- Provide benches on paved pads near playground that are served by an accessible route and have wheelchair seating.
- Evaluate all buildings relative to accessibility issues.

Fishing Access Area at Riverview Drive and East 17th Street

This gravel-surfaced lot provides river bank fishing access and serves as a trailhead for persons visiting the Al Bengston Trail. A stone and timber revetment projects into the Missouri River just east of the parking lot. People who come to fish at this location use the revetment and bank areas up and downstream of it to fish.

- Within existing gravel parking lot, provide a minimum of two paved accessible parking stalls with van access aisles.
- Provide a paved trail to riverbank and install either an accessible floating or permanent fishing pier.
- Consider placing one accessible portable toilet on paved pad adjacent to Al Bengston Trail to serve people fishing at site and trail visitors.

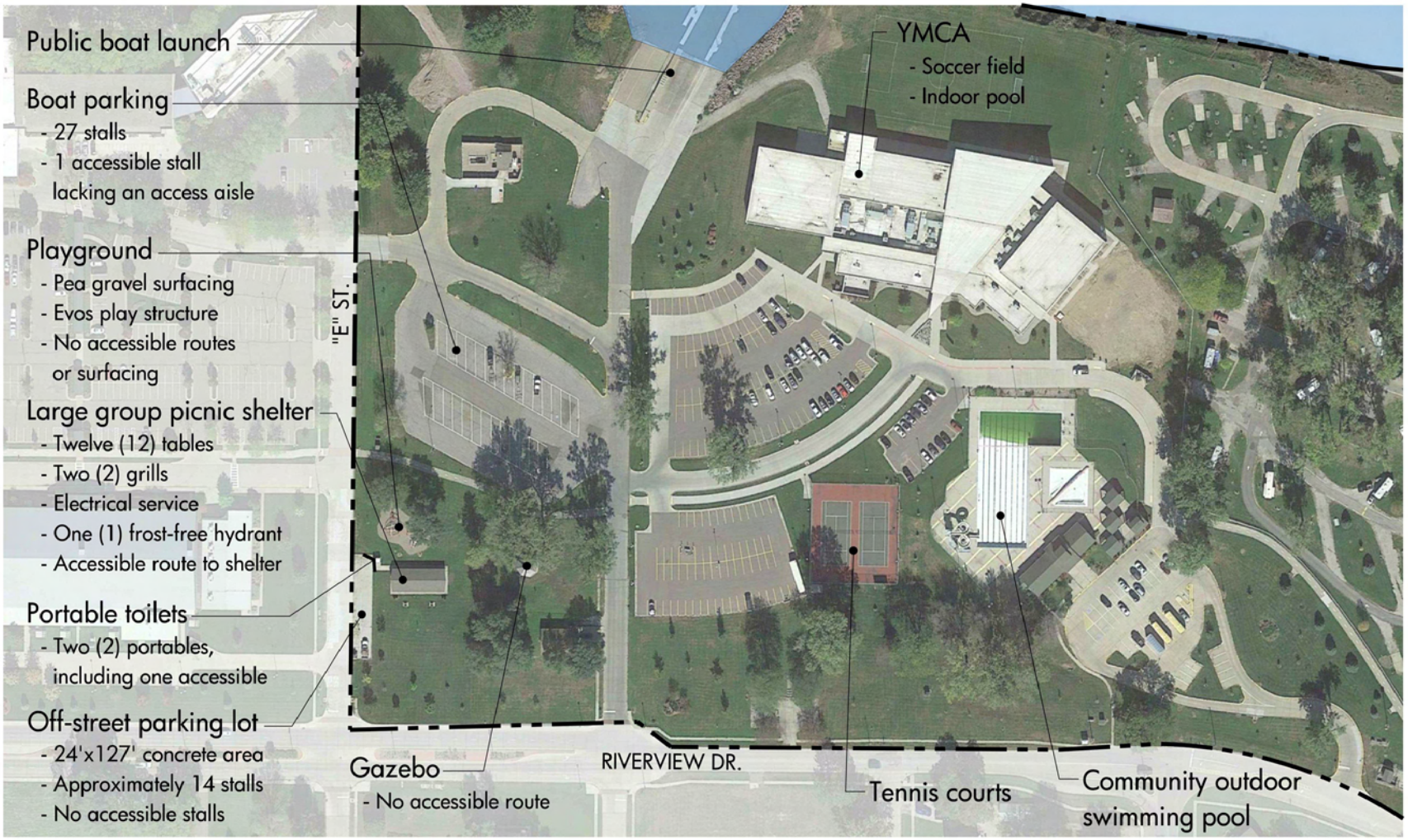
Future Uses:

- Continue to serve as the community's flagship park and outdoor sports facility. Since the park's land is nearly all developed, focus on the details of improving accessibility while

maintaining the park facilities.

- Implement site accessibility improvements to allow everyone to fully use the park.

Map 11: Scenic Park - Inventory



SCENIC PARK - INVENTORY

SOUTH SIOUX CITY COMPREHENSIVE PLAN

NORTH

0 25' 50' 100' 150'
SCALE 1" = 50'

OCTOBER 11, 2016

BIG MUDDY Workshop

Siouxland Freedom Park

Description:
Siouxland Freedom Park is still in its early development phase. A park concept plan has been developed and the first phase of construction, a Vietnam Veteran's Memorial and associated parking and walk has been completed. Three picnic shelters and a playground have been constructed in the portion of the park east of Riverview Drive. Scattered tree plantings occur throughout the park. War Dog Park is located at the west end of Siouxland Freedom Park. Since it has a unique purpose and facilities, it is treated as a separate park in this report.

Park type:	Large City Park
Size:	52.2 acres
Location:	In the triangular area between the Missouri River, BNSF railroad, and Foundry Road

Park Characteristics/Deficiencies:

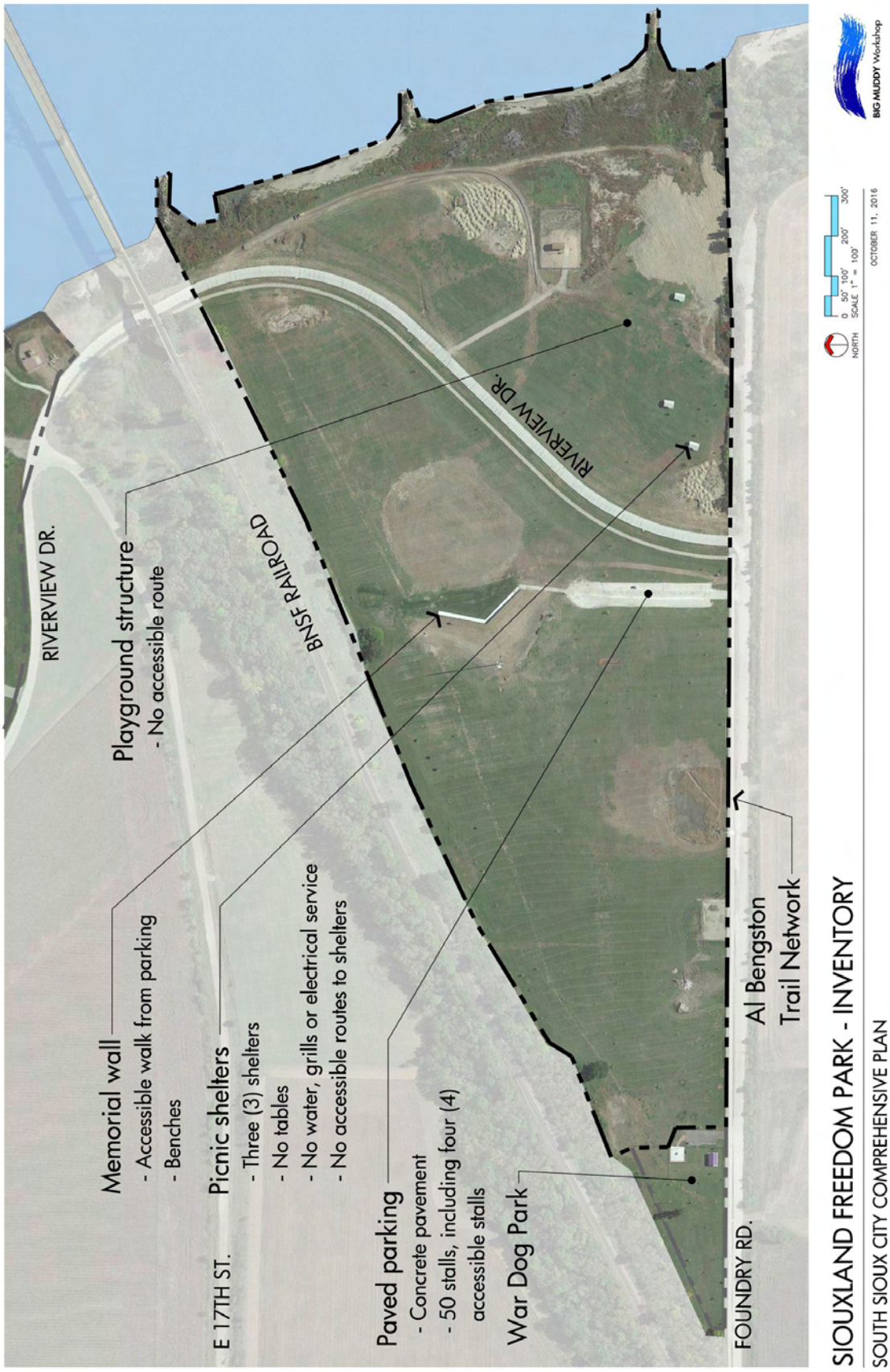
- Park is along the community trail system.
- Off-street parking provides easy access for visitors driving to the park.
- Off-street parking is paved and includes accessible parking stalls.
- Main walk to Vietnam Memorial provides paved access route to memorial and is wide enough to serve large groups of visitors.
- Benches along walks are on paved areas but do not include wheelchair seating space.

Park Improvement Opportunities:

- Future development of the memorial area of the park is well defined in the concept plan. The comments provided in this section apply to the area east of Riverview Drive.
- Off-street parking with accessible parking stalls should be added to serve the picnic shelters and playground.
- Provide paved access routes to all three picnic shelters.
- Provide paved access routes to playground perimeter and seating areas.
- Provide resilient surface access routes to all playground equipment per ADA and ASTM design guidelines.

Future Uses:

- Continue development of the park area west of Riverview Drive as a memorial to Siouxland's veterans.
- Continue development of the park area east of Riverview Drive as a riverfront district park.
- Implement site accessibility improvements to allow everyone to fully use the park.


RIVERVIEW DR.
Playground structure
- No accessible route
BNSF RAILROAD
RIVERVIEW DR.
Memorial wall
- Accessible walk from parking
- Benches
E 17TH ST.
Picnic shelters
- Three (3) shelters
- No tables
- No water, grills or electrical service
- No accessible routes to shelters
Paved parking
- Concrete pavement
- 50 stalls, including four (4) accessible stalls
War Dog Park
FOUNDRY RD.
Al Bengston Trail Network
NORTH
SCALE 1" = 100'
0 50' 100' 200' 300'
OCTOBER 11, 2016
BIG MUDDY Workshop
SIOUXLAND FREEDOM PARK - INVENTORY
SOUTH SIOUX CITY COMPREHENSIVE PLAN

John Dounangdara Memorial Park

Description:
This small park named includes the John Douangdara Memorial. It is located on the west end of Siouxland Freedom Park and honors dogs that have served in the U.S. Armed Forces. In addition to the memorial, the park provides a safe environment for small dogs and all dogs to run and play in the community's only fenced dog park. The park includes a parking lot, the nicely developed war dog memorial area, and two fenced dog play areas. One dog play area includes a picnic shelter with a bench and two picnic tables. Trees have been planted in both dog play areas. Solar lighting provides area lighting at night.

Park type: Special Use
Size: 1.5 acres
Location: West end of Siouxland Freedom Park, north side of Foundry Road

Park Characteristics/Deficiencies:

- Park is along the community trail system.
- Off-street parking provides easy access for visitors driving to the park.
- Off-street parking is paved but lacks an accessible parking stall.
- Access route to memorial is crushed stone surfacing that does not meet ADA design guidelines. Surfacing prevents surface water flow from parking lot, creating a drainage problem.
- Access route to all dog area is crushed stone surfacing that does not meet ADA design guidelines. Access route to small dog area has no surfacing and does not meet ADA design guidelines.
- Single portable toilet at park is not an accessible model, and it is placed immediately adjacent to a parking lot that lacks an ADA approach ramp.

Park Improvement Opportunities:

- Within existing parking, provide one accessible parking stall with van access aisle. This may require removal of one existing stall and will decrease the parking stalls from six to five, which should be sufficient to serve the park.
- Provide paved access route to memorial from edge of parking lot and include a spur walk to small dog play area.
- Extend a paved access route into the small dog area some distance to provide persons with disabilities the ability to enter and use the space. A distance of 25 to 30 feet into the play area is reasonable.
- Consider adding a similar shelter with seating in small dog play area.
- Provide access route for all dog play area from parking lot through double gate entry to existing shelter.
- Provide accessible portable toilet.
- Relocate portable toilet out of parking lot, but retain proximity to accessible parking stall. Provide concrete pad under toilet and paved accessible route to portable toilet pad. Pour new walk to ensure that transition point from walk to portable toilet meets ADA design guidelines

Future Uses:

- Continue to use the park to commemorate war dogs service and to provide domestic dogs with a safe and attractive place to play.
- Implement site accessibility improvements to allow everyone to fully use the park.

Map 14: John Douangdara Memorial (War Dog) Park - Inventory

Park Issues

As a result of conducting the park inventories, several reoccurring issues were noted within South Sioux City's park system. These issues limit act the ability of some residents to use and enjoy the community's park system. The following text explains each issue and recommends a plan of action to address the issue, to the benefit of the community.

Accessible Routes and Parking Stalls within Parks

South Sioux City has a system of diverse parks and trails that provide able-bodied persons with a wide variety of recreational opportunities. Recreational opportunities within the same park system for persons with limited physical abilities are much fewer. Due to the lack of basic site improvements like paved parking stalls and hard-surfaced walks, a significant portion of the population cannot as easily visit and enjoy the parks. Community leaders within South Sioux City need to approach the accessibility deficiency in their park system with the same energy and resources that the community has expended in creating the park system. Investing in these improvements would make South Sioux City's park system one of the best in or region due to its ability to serve all people who wish to enjoy its many features.

Accessible routes are hard-surfaced walkways that are placed to connect features within the parks. An accessible parking stall is a hard-surfaced area for parking that has a designated access aisle that is either five or eight feet wide, located on one side of the parking stall. The Americans with Disabilities Act of 1990 (ADA), requires public agencies and private organizations that serve the public to include accessible routes and parking stalls in all public facilities, including parks and recreation areas.

Accessible routes should begin at a park's accessible parking stall(s) and extend to all features within a park. These features include playgrounds, gazebos, shelters, barbeque grills, drinking fountains, water hydrants, restrooms (both permanent and temporary), benches, and a certain percentage of individual picnic tables. Accessible routes are required from the accessible parking stalls to spectator seating areas, concession stands, restrooms, and player areas at sports fields.

Features such as benches, picnic tables, drinking fountains, water hydrants, and barbeques, require a hard-surface area under and around them to provide space for a person who uses a wheelchair or other mobility device to maneuver around the feature. A paved area is required at one end of each park bench, to provide a person in a wheelchair a place to sit, out of the way of pedestrian traffic. Hard-surfaced areas adjacent to spectator seating should be provided for persons who use wheelchairs or other mobility devices.

South Sioux City's parks vary in the degree of accessible features present in each park. All park picnic shelters and gazebos have hard-surfaced floors, which satisfies accessibility requirements for those features. Most of the same shelters lack access routes from nearby parking to the shelters or gazebos. Nearly every park has off-street parking, yet most of those parking areas lack hard-surfaced accessible parking stalls. A certain percentage of all picnic tables must be of a design where one end extends further out, so a person who uses a wheelchair can position their legs below the table. In conducting the park inventory, no accessible picnic tables were noted within the City's park system.

Criteria for accessible picnic facilities are laid out in "Outdoor Developed Areas: A Summary of Accessibility Standards for Federal Outdoor Developed Areas," May 2014, published by the United States Access Board. The requirements apply to federally-funded projects, but we recommend following them for all public parks.

While a certain level of accessibility is mandated by the ADA Act, providing this access improves the quality of life for all citizens using a park system. Accessibility deficiencies in each park are noted in the Park Improvement Opportunities for each park. The City should have an accessibility study completed for its entire park system. That study should include a written report, conceptual drawings showing accessibility improvements within each park, and an opinion of costs to implement the improvements, so the City can begin to budget for them.

Playgrounds

Playgrounds are a major component of neighborhood and community parks. South Sioux City has eight neighborhood and community parks that contain playgrounds. Each of South Sioux City's park playgrounds were visited during the planning process to get an idea of the current level of accessibility, general compliance with safety requirements, and the approximate age of equipment in each park playground. The community's playgrounds range in age from recently-installed equipment to other playgrounds which appear to be more than twenty years old. Some parks contain more than one playground, to serve different areas within the park.

The design of playgrounds has changed dramatically within the past thirty years. Since the adoption of the ADA in 1990, playground design has become much more inclusive for children with disabilities. Standards and guidelines requiring inclusive playground design exist for new playground construction and alterations to existing playgrounds.

Accessible routes are required from accessible parking stalls or park walkways to the outer perimeter of a playground. Benches and other seating areas should connect to this accessible route, include adjacent paved wheelchair seating spaces at one end of each bench. Accessible routes within a playground's perimeter must comply with accessibility guidelines, as well as include resilient safety surfacing to provide the appropriate amount of cushioning to help prevent head injuries. Accessible routes within the playground perimeter must be firm and stable, which limits the resilient safety surfacing to certain types of materials. Currently, none of South Sioux City's park playgrounds include accessible routes within them.

Within a playground, the accessible routes must connect to a predetermined minimum number and types of ground-level play equipment, based on the playground's design features. Playground equipment must be designed to facilitate use by children with disabilities. Options include providing a transfer system or wheelchair ramp as part of a play structure. Generally, these newer playgrounds have much smaller footprints than older playgrounds. This reduces the total area of the required safety surfacing and lowers construction costs.

Playground safety is based on several factors. The primary one is the ability of the surface immediately below playground equipment to attenuate head impacts that result from a person falling from the playground equipment to the ground. Resilient safety surfacing is required for areas below and surrounding playground equipment. A variety of materials, installed at a minimum depth qualify as resilient surfaces. Compacted soil, grass, concrete, and asphalt pavement do not attenuate falls and are not appropriate surfacing materials below playgrounds.

Other factors that affect playground safety are the spacing, age, and level of maintenance that the playground has received. Older equipment may not comply with current accessibility and safety

standards, and might not be classified as accessible even if an accessible route is added to the playground. Improper maintenance may result in playground equipment developing safety hazards that could harm playground visitors.

The playground's layout and age of the equipment also affects the ability to bring older playgrounds into compliance with current safety and accessibility standards. Older playgrounds with widely-spaced play equipment, such as those at Raymond and Curry Parks, would require a much larger amount of accessible resilient safety surfacing than a more compact, newer playground.

As a strategy to meet accessibility and safety standards it may be more cost effective to remove some old playground and replace it with newer, more compact equipment in some of the older, larger playgrounds. On some of the smaller playgrounds, the addition of an accessible route to the playground perimeter, along with an accessible route within the playground perimeter will likely be enough to bring the playgrounds into compliance, as long as the guidelines are followed.

Providing safe and accessible playgrounds for all children, regardless of disability, should be a goal for South Sioux City. Individual accessibility deficiencies associated with each park playground are noted in the Park Improvement Opportunities.

The City should have a playground safety study performed for all playgrounds within the park system, to determine which playgrounds do not meet current safety and accessibility standards. The study should be conducted by a Certified Playground Safety Inspector (CPSI), and should include a written evaluation of the playground equipment, safety surfacing, accessible routes, and opportunities for bringing the playgrounds into compliance with current standards. With this report in hand, the City can then determine how best to address accessibility and safety issues identified in the study.

Future Parks Needs

Analyzing a community's need for parks, open space and community facilities is part of the comprehensive planning process. This analysis compares existing parks, open space, and community facilities to both the existing population and the community's estimated population in the future. A land use standard is used as part of the evaluation process. The standard typically used to determine the minimum amount of parkland that a city should have is 2.0 acres of parkland per every 100 community residents, or 20 acres per 1,000 community residents. This standard is based upon the assumption that approximately 10 acres will consist of neighborhood and community parks, while the remaining 10 acres will include community sports complexes, trail systems, specialty parks and other public green spaces.

During the planning period from 2015 to 2040, South Sioux City's population is projected to grow from 13,353 in the 2010 census to between 16,000 to 19,500 people. This will increase the community's population by approximately 2,600 to 6,100 new residents.

Future Parks and the Comprehensive Plan

Land ownership records indicate that there are 372 acres of parkland in South Sioux City. This total includes all named parks, and about 48.5 acres of land in the city's golf course. Using the 2010 census estimate of 13,353 residents, South Sioux had approximately 28 acres of parkland per 1,000 residents. Assuming a low-end population increase of 2,600 new residents, and that no new parks would be created as a result of this growth, the community's existing parkland would provide

23 acres per 1,000 residents. If South Sioux grows to the upper-end project of 19,000 residents, existing parkland would equate to 19 acres per 1,000 residents. In either case, it can be assumed that parkland dedication and new park construction would occur in the parts of town where new residential development occurs. If this occurs, these new parks will add additional parkland which will keep South Sioux City's parklands at about the 20 acres per 1,000 residents standard.

Currently residential growth is projected to occur in the eastern portion of the community. Undeveloped agricultural land exists between Riverview Drive and the Arbor Acres neighborhood north of the BNSF railroad line. Similarly, a large tract of undeveloped agricultural land to the south between the BNSF railroad line and Interstate 129. Any residential development that might occur along on the community's western edge is projected to be scattered low density large-sized single family home lots.

When the farm fields east of the Arbor Acres neighborhood are developed, a neighborhood park should be included in the land use plan for this area. The park would supplement the recreational activities provided by the Harney Elementary School yard. The park could be created by purchasing additional open space on the school's east side, or by the creation of a neighborhood park slightly further to the east. It would be preferable to locate the new park either beside or connected by a spur trail to the segment of the Al Bengston Trail that extends from Harney Elementary School to Riverview Drive.

The need for a small neighborhood park near the former Bryan School was discussed previously in the Service Area Analysis section. If the City determines that the former school building should be demolished, using some or all of the remaining land for a neighborhood park and community garden would improve the quality of life for nearby families. A new park on this site might spur in-fill housing development to the vacant or under-used lands to the south and west.

The undeveloped land west of the Missouri River that is between Foundry Road and Interstate 129, is currently planned for a predominantly residential mixed-use development, named "Flatwater Crossing" by Ho-Chunk, Inc., a tribally owned investment company. The investment company has had a community planning consultant develop a master plan which includes parks and open space. An analysis of this master plan, indicates that the residential development, as envisioned, will provide an adequate number of new parks and additional parkland to serve the anticipated increase in population residing within the development. A more detailed analysis of the development's proposed parks is reviewed in the next section.

Flatwater Crossing

Ho-Chunk, Inc., a tribally owned investment company, is developing a new residential district in the southeastern corner of South Sioux City, that will be called "Flatwater Crossing". Phase I of this development will include approximately 204 acres of undeveloped agricultural land. The development is located adjacent to the Missouri River, and the design includes a green space corridor extending along the river bank for the development's entire length. This 40.5-acre green space includes four small developed parks within an area which otherwise will remain in its natural, forested state. Walking trails will provide pedestrian access to the green space, connecting the parks and adjacent residential areas together. A series of estates greens, a community garden, neighborhood park, and greenway will add nine additional acres of parks and green space to the first phase of development. A future, second phase of development of another 446 acres, will include another 81 acres of green space.

The planned number of single-family and multi-family housing units in Phase 1 is 1,000. Assuming the 2015 United States average of 2.54 persons per household, the total number of residents is estimated at 2,540 persons. With a total of 49.5 acres of parks and green space, Flatwater Crossing will provide about two acres of parks and green space per 100 residents, which matches the standard used in most park master plans. Since sixty percent of the housing units proposed in Flatwater Crossing are apartments, the actual household size may be slightly lower than the national average, which would effectively increase the acres of parks per 100 of populations. As planned, Phase I of Flatwater Crossing provides the additional park land required to serve its projected population.

Trails Plan

South Sioux City has an extensive, interconnected off-street trail system that serves nearly every neighborhood and district within the community. The community's trail system is named in honor of local trail advocate, Al Bengston.

Existing Off-Street and On-Street Trails

In 2015, the last remaining section of the system's off-street loop was completed along the US 77 bypass. South Sioux City's trails extend from 4th Street near the north end of the community to 39th Street near Interstate 129. A spur trail extends south of 39th Street along the east side of Dakota Avenue, providing off-street pedestrian and bicycle access to the community's industrial area ending in Dakota City.

A system of on-street trails exists in the northern portion of the city. These routes generally follow lower-speed, lower use streets. East-west segments of these trails cross Dakota Avenue at existing traffic signals at 9th, 13th, and 21st Streets, except for the trail running along 4th Street which crosses under the US Highway 77 Siouxland Veterans Memorial Bridge.

One factor that limits the creation of east-west trails within the community are Dakota Avenue and the US Highway 77 bypass. Both streets handle a high volume of traffic, making it imperative that trails cross these streets only at intersections with traffic signals, with designated pedestrian crossings.

Planned Off-Street Trail Projects

Several additions to the community trail system are planned, and several of these have already received funding for design and construction.

Connecting Schools Trail

This project is funded and will provide a trail connection from Covington Elementary School, E. N. Swett Elementary School and Raymond Park to the Al Bengston Trail Network. The trail begins on the south side of Covington Elementary and runs east along East 22nd Street to "C" Street. The trail turns and runs south along "C" Street to East 26th Street where it follows East 26th for one block to join with the Al Bengston Trail.

Atokad Trail

This project is funded and will provide an off-street pedestrian and bicycle route from Siouxland Estates, a large mobile home park, to the Al Bengston Trail on West 39th Street. This trail begins at the entrance to Siouxland Estates, runs east along Atokad Drive and turns north on Roundhouse Road. It follows Roundhouse Road for several blocks and then intersects with the Al Bengston Trail on the south side of west 39th Street.

Westside Trail
This trail will connect with the west leg of the Al Bengston Trail at the intersection of US Highway 77 bypass and West 21st Street and run east along West 21st Street to Dakota Avenue and then continue on East 21st Street to "B" Avenue. There is will connect to the "Connecting Schools Trail. This trail will provide a more convenient trail connection to the retail areas along US Highway 77 from the north half of South Sioux City. There is a traffic signal and pedestrian crossing at 21st Street and Dakota Avenue to facilitate safe pedestrian and bicyclist crossings.

Flatwater Crossing Trail
The south end of this trail will begin at the intersection of East 39th and "C" Streets where the Al Bengston Trail currently turns to the north and follows "C" Street. The Flatwater Crossing Trail will continue east along East 39th Street to its current terminus and then extend about another 450 to 500 feet to the east where it will intersect a north-south gas line easement. The trail will turn north at this intersection and extend to Foundry Road. The trail will cross to the north side of Foundry Road where it will intersect with the Al Bengston Trail.

Map 15 shows the South Sioux City's existing and planned off-street and on-street trails.

Trail Design Standards

South Sioux City's off-street trail segments are constructed of Portland cement concrete pavement. Experience has shown that this material has the best durability and lowest long-term cost for trails in our region. Trail widths vary from six to eight feet wide depending upon the anticipated level of use. These widths are reasonable and provide an acceptable level of service. It is recommended that the City continue to use these standards for future trail construction.

Trail Names

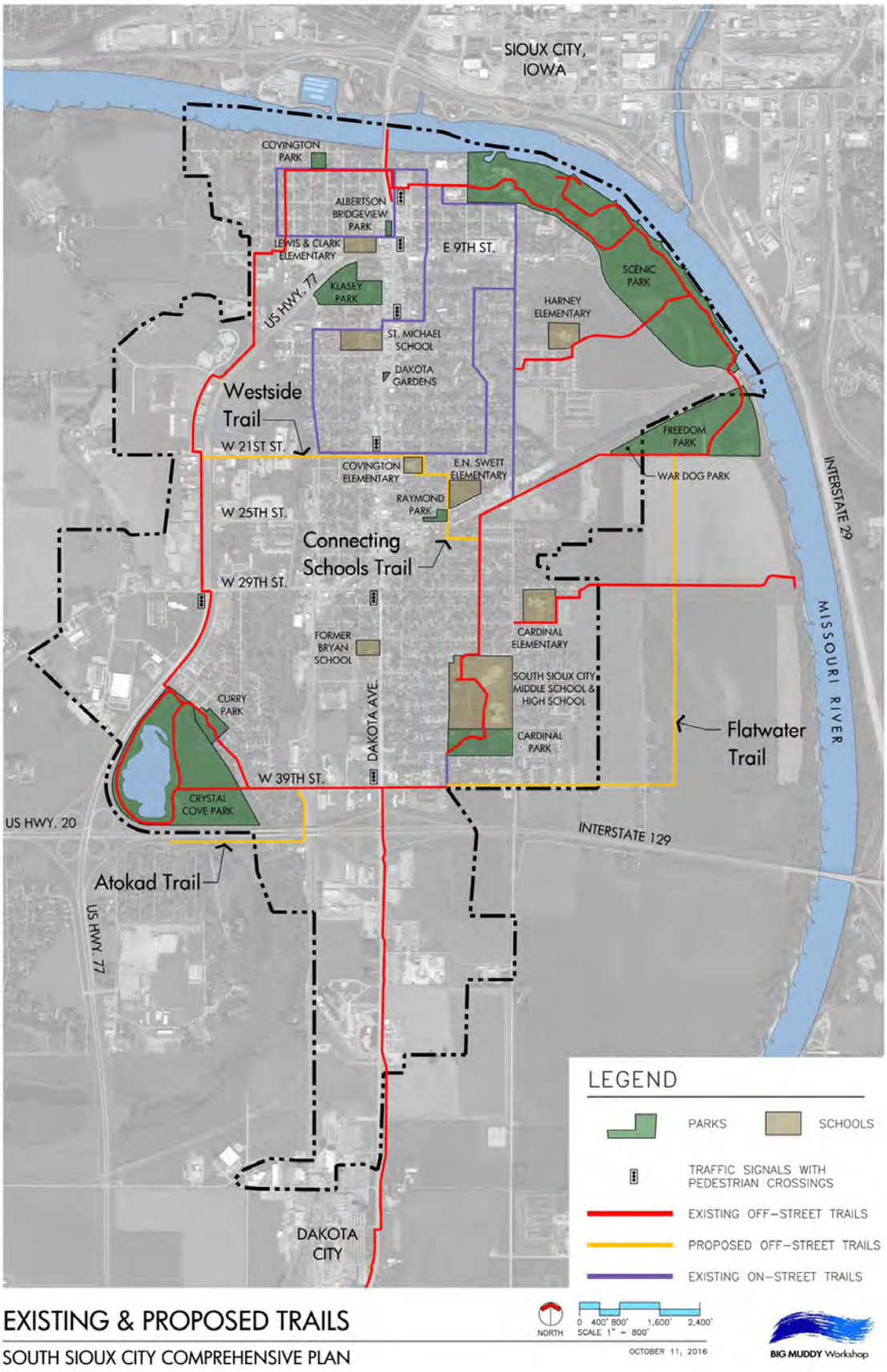
As South Sioux City continues to add on-street and off-street trails, it will become more important to create distinct names for certain trail segments. While the trail system would remain named to honor Al Bengston, individual segments, or spur trails, would receive individual names. This change will facilitate improved wayfinding by persons not familiar with the community trail system, and improve public safety by allowing trail users to better describe their location in the event of a medical or safety emergency.

Trail Location Markers

South Sioux City's trail system should have a system of trail location markers along each trail, identifying the trail name and the geographic location of each marker. Trail markers allow trail visitors to determine travel distances, and can be invaluable when emergency medical services are required for someone injured or in medical distress on a trail. The distance markers should be spaced at regular intervals along the trail, such as either 1/10th or 1/4th of a mile. Each marker should show the trail name, distance indicator, and state a cardinal direction (north, south, east or west).

Distances shown on all markers should be tied back to a common point of beginning for all markers along the community trail system. This point should be an easy to identify location for the public so to assist them in determining their locations. This could be a single point, such as an intersection of two major streets, or a landmark like City Hall. In Omaha, all trail marker distances are measured as being either north or south of Dodge Street/West Dodge Road which is a major east-west street which bisects the entire community.

Map 15: Existing and Proposed Trails



EXISTING & PROPOSED TRAILS

SOUTH SIOUX CITY COMPREHENSIVE PLAN

Figure 23: Typical Trail Marker

The photograph shows a typical trail marker along Omaha's trail system. The trail name is provided above and direction is provided below the distance indicator. The letter after the distance is a one-letter abbreviation for the trail – K for Keystone in this case - to further assist emergency services in confirming the location of someone in need of services. Omaha's markers are engraved plastic disks that are set into the trail pavement slightly below its surface. The location of each marker has been located using a highly-accurate Global Positioning System (GPS) device. The location information is entered into the Douglas County Geographic Information System (GIS), so the locations of all markers are available to local police and fire dispatchers at the 911 call center. Omaha's metro area Rotary Clubs funded installation of trail markers in Douglas and Sarpy Counties, as part of their Centennial Project.

Complete Streets

Nearly every residential street in South Sioux City has a sidewalk on one or both sides. These walks create a grid pattern, which results in good pedestrian connections throughout most of the community. The tight rectilinear grid of streets slows vehicle speeds through these residential areas, due to the frequency of cross streets. While many communities stopped requiring sidewalk construction in new residential neighborhoods during the second half of the 20th century, South Sioux required sidewalk construction. This requirement will forever benefit pedestrians in the community.

Many streets in South Sioux City's commercial and industrial areas are likewise served by sidewalks along public streets. Most of these areas east of the US 77 bypass have sidewalks on at least one side of the street. The retail areas along both sides of the US 77 bypass, as well the industrial area to its west are not served by sidewalks. While some of the development along the bypass' eastside have sidewalks; others nearby do not. The City's trail system does provide direct pedestrian access to the retail stores along the west side of the US 77 bypass. This trail connects to the northwestern and southwestern neighborhoods of South Sioux City, providing pedestrian and bicycle access to this big box retail strip.

To ensure consistent multi-modal transportation opportunities continue to exist throughout the community, South Sioux City should consider adopting a "Complete Streets" policy or ordinance. Other Nebraska communities including Omaha, Lincoln, and Bellevue, have adopted similar ordinance. A complete streets ordinance establishes design standards for when sidewalks should be included in various types of land development projects, and the design of sidewalks in differing street improvement projects. The ordinance should be crafted to fit South Sioux City's unique needs. The typical complete streets ordinance does not require sidewalks along all public streets. It typically defines the types of streets that should include sidewalks, and those types of streets that do not require sidewalks. The complete streets philosophy is based upon providing balanced transportation options to a community's citizens, which was the basis for community design prior to the advent of the automobile.

[section 2.7]

EXISTING LAND USE

The purpose of examining the current land use of a community is to establish an understanding of its previous growth and development while analyzing the compatibility of adjacent land uses. Existing land uses are defined by how a specific parcel of land is being utilized and does not take into account future land use or current land ownership.

Existing Land Use Categories

Residential - Low Density

A parcel of land with a residential structure occupied by one family, such as a traditional home on its own lot, surrounded by yards on all sides.

Residential - Medium Density

A parcel of land containing a singular structure being utilized by more than two households characterized by shared common space within the structure or a parcel of land containing a structure being utilized by two adjoined households sharing a similar structure.

Commercial

A parcel of land containing a commercial business use which may sell a good or service.

Industrial

A parcel of land containing a commercial use involved in manufacturing, packing, storage, or assembly of products.

Public

A parcel of land owned, maintained, or controlled by a federal, state, or local governmental entity, which may be available for public use. The parcel may contain a use that is generally under the control of a private, religious, or non-profit entity that provides a social benefit to the community as a whole.

Agricultural

A parcel of land that is not intended for development and is currently used for low intensity agricultural uses

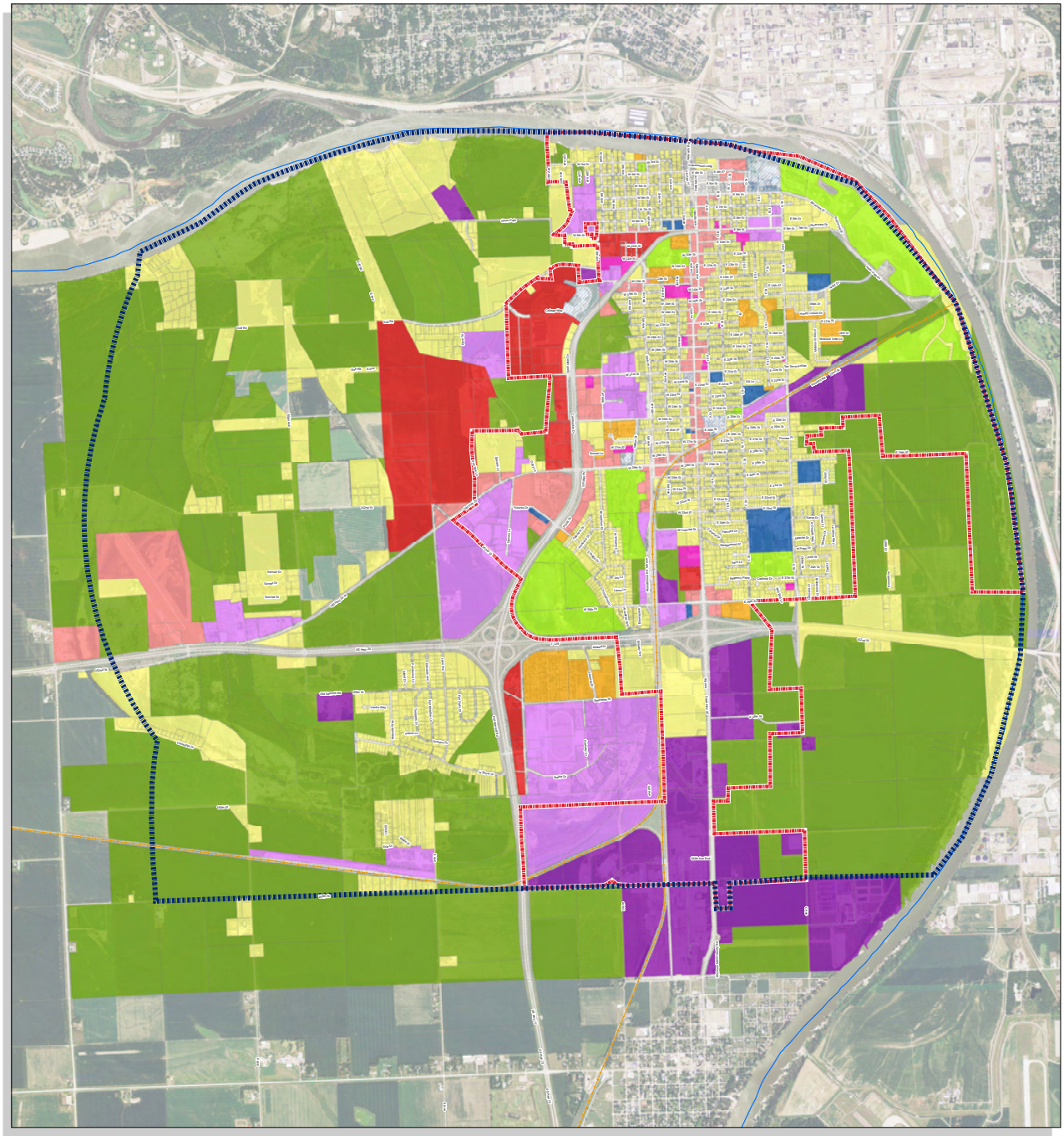
Vacant

A parcel of land that is undeveloped, whether by intention or environmentally restricted by hydrology, terrain, or access.

Parks/Open Space

A parcel of land containing public or private land available for recreational, educational, cultural, or aesthetic use.

Map 16: Existing Land Use



Existing Land Use (2009)

South Sioux City, NE

Comprehensive Plan

Legend

- Two-Mile Zoning Jurisdiction
- City Boundary
- Streams
- Railroad
- Low Density
- Medium Density
- Light Commercial
- Heavy Commercial
- Light Industrial
- Heavy Industrial
- Parks/Open Space
- Agricultural
- ROW
- Schools/Comm College
- Public
- Religious
- Vacant

N

Created By: C. Sloss
Date: June 2016
Revised:
Software: ArcGIS 10.2
File: 140860.00

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0 0.375 0.75 1.5 Miles

[section 2.8]

NATURAL AND ENVIRONMENTAL CONDITIONS

Wellhead Protection Areas

The Nebraska Department of Environmental Quality (NDEQ) regulates groundwater quality and quantity. NDEQ helps assist local municipalities with protecting their drinking water supply with the development of the Nebraska Wellhead Protection Act (WPA) Program. In 1998, Nebraska Legislature passed LB 1161 (Neb. Rev. Stat. §46-01501 to 16-1509) authorizing the Wellhead Protection Act.

Wellhead Protection Areas were delineated with community safety in mind. Both subdivision and municipal wells serve its populations and pose a larger threat to public safety if contaminated. The ultimate goal of the WHP Program is to protect land and groundwater surrounding public drinking water supply wells from contamination.

The WHP Program provides the following in accordance with federal laws:

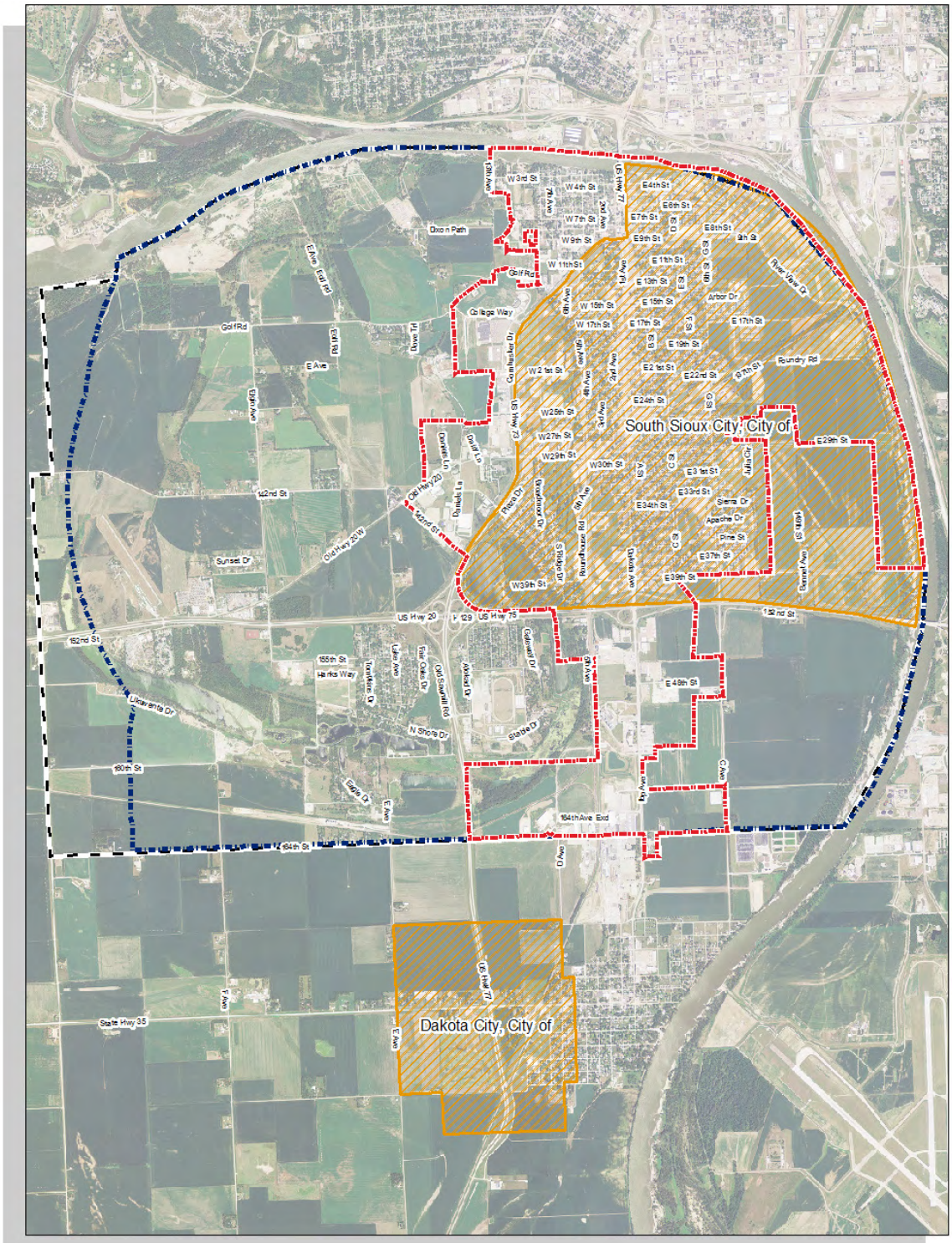
1. Duties of the governmental entities and utility districts
2. Determines protection area
3. Identifies contamination sources
4. Develop a containment source management program
5. Develop an alternative drinking water plan
6. Review contaminated sources in future wellhead areas
7. Involve the public

The approaches of Nebraska's WHP Program are to:

1. Prevent the location of new contamination sources in Wellhead Projection Areas through planning
2. Minimize the hazard of existing contamination sources through management
3. Provide early warning of existing contamination through ground water monitoring

The Wellhead Protection Area is a defined region with restrictive land use regulations to prevent potential contaminants from locating in sensitive areas. The boundaries are delineated by a time of travel cylindrical displacement calculation. The boundary is mapped by NDEQ so communities can apply zoning regulations to the district.

Map 17: Wellhead Protection Areas



100-Year Floodplain

Floodway

As FEMA defines, a floodway is not only the existing water channel but also "other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevations more than a designated height. Communities must regulate development in these floodways to ensure that there are no increases in upstream flood elevations."

1% Annual Chance of Flooding

The one percent chance of annual flooding is commonly known as the "100-year floodplain." This describes an area where a one percent chance of flooding may occur annually within the boundary. This area is mapped by categories 1%-A and 1%-AE. Both are considered within the 100-year floodplain. 1%-AE areas are considered to be more precise, including Base Flood Elevations (BFE's), whereas 1%-A areas are determined using approximate methodologies.

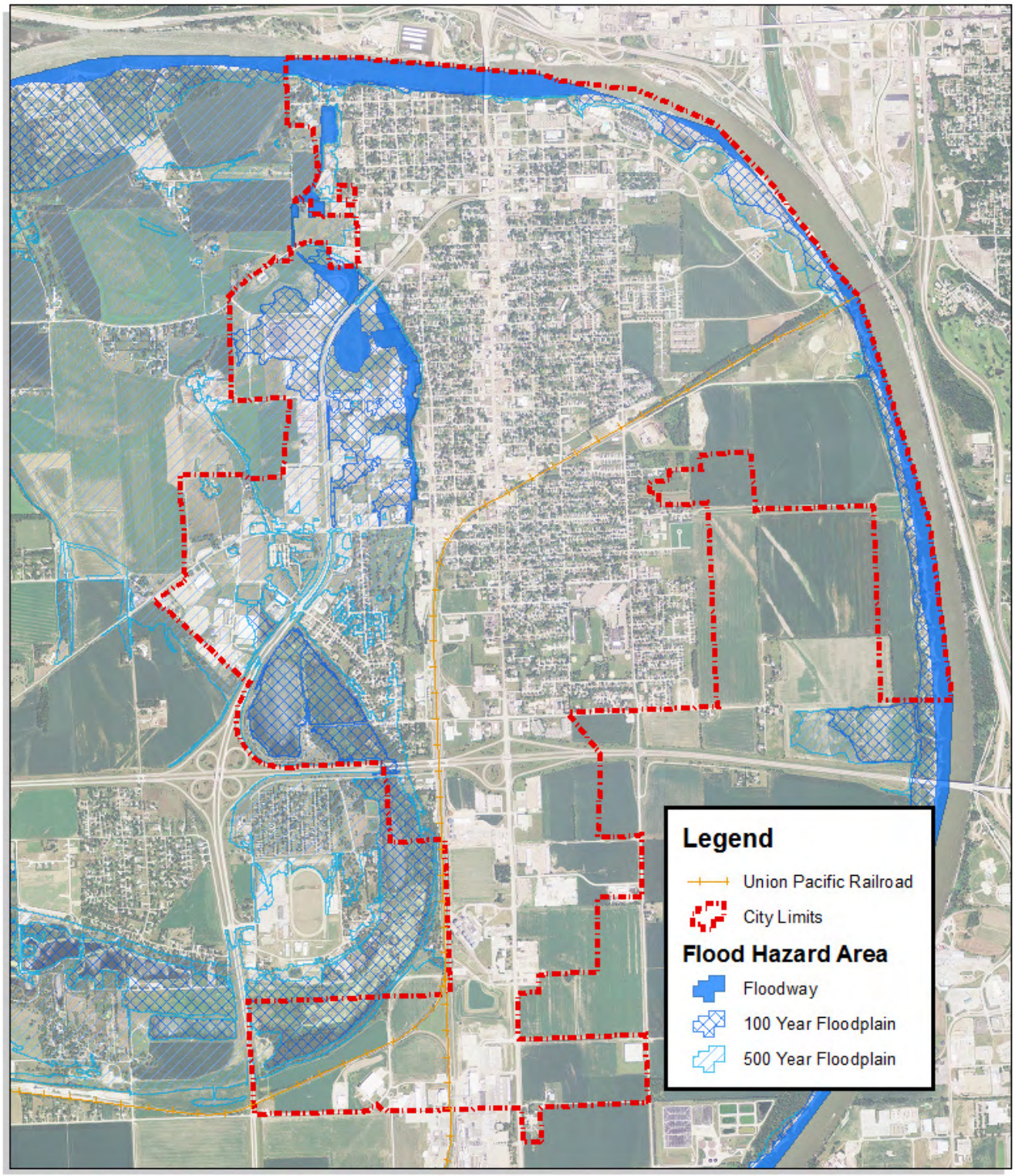
0.2% Annual Chance of Flooding

Two-tenths of one-percent chance of annual flooding is commonly known as the "500-year floodplain." In these areas there lies a two-tenths of one-percent chance of flooding in any given year.

Floodplain Map

A floodplain map is a dynamic document. The areas indicated are often updated as FEMA updates their studies. Amendments to hazard areas may not be represented on this map. Property owners within or near floodplain boundaries have options for removal or amendment of the designation. Owners may submit a Letter of Map Change if they believe their property has been inadvertently mapped in Special Flood Hazard Areas. Property owners near the boundaries may want to verify that their property is not within a special flood hazard area when developing or selling the property to avoid infringing upon the hazardous zones or affecting nearby properties.

Map 18: Floodplain



S. Sioux City, Nebraska

Floodplain Map

N

0 0.225 0.45 0.9

Miles

Created By: K. Andersen
Date: January, 2015
Revised:
Software: ArcGIS 10.2
File: 130557.00

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[section 2.9]

ENERGY ELEMENT

Energy plays a crucial role in nearly every aspect of our lives. Energy is required to grow the food we eat, make the things we buy, transport people and goods, and heat and cool our homes. Local communities should engage in energy planning because they have a profound impact on what energy sources are consumed and how energy is used. Local governments influence energy through: land use policy, transportation policy, building codes, zoning ordinances, public projects, and education and outreach. By planning for energy, South Sioux City can save money, have a more resilient economy, conserve natural resources, and be better prepared for the future.

Acknowledgements

The City of South Sioux City
The Nebraska Energy Office
National Renewable Energy Laboratories (NREL)
U.S. Department of Energy (DOE)
Eastern Interconnection States' Planning Council (EISPC)
AWS Truepower
American Wind Energy Association
The U.S. Environmental Protection Agency
Nebraska Public Power District (NPPD)
U.S. Energy Information Administration (EIA)
International Renewable Energy Agency

Nebraska Energy Policy Overview

Nebraska Legislation LB997

In 2010, Nebraska Legislators passed LB 997, which requires all municipalities and counties, with the exception of villages, to adopt an energy element into their comprehensive plan. Energy elements are required to have the following components:

- Energy infrastructure and energy use by sector
- Utilization of renewable energy sources
- Energy conservation measures that benefit the community

The following energy element is included within South Sioux City's Comprehensive Plan in order to fulfill the requirement of LB 997.

Nebraska Energy Plan

The 2011 Nebraska Energy Plan outlines 14 strategies for the state to consider in meeting the following objectives:

1. Ensure access to affordable and reliable energy for Nebraskans to use responsibly
2. Advance implementation and innovation of renewable energy in the state
3. Reduce petroleum consumption in Nebraska's transportation sector

These strategies include:

- Continue support of Nebraska's unique public power system
- Increase opportunities for demand-side energy management and energy efficiencies
- Maximize the investment in Nebraska's coal plants
- Expand Nebraska's nuclear power generation capacity
- Increase opportunities for industrial and municipal waste-to-energy projects

- Optimize the use of Nebraska's water resources for hydroelectric power generation
- Improve municipal water and wastewater management strategies and water quality
- Continue building Nebraska's wind energy through public-private partnerships
- Increase opportunities for methane recovery from agricultural and community biomass resources
- Increase opportunities for woody biomass in Nebraska
- Support distributed generation of renewable technologies
- Increase ethanol production, blended and delivered across Nebraska and to markets outside the state
- Increase development and use of other alternative fuels
- Diversify and expand opportunities for renewable diesel in Nebraska

Nebraska Energy Code

Under §§81-1608 to 81-1616, the State of Nebraska has adopted the International Energy Conservation Code as the Nebraska Energy Code. Any community or county may adopt and enforce the Nebraska Energy Code or an equivalent energy code. The purpose of the Code, under §81-1608, is to ensure that newly built houses or buildings meet uniform energy efficiency standards. The statute finds that:

> *there is a need to adopt the International Energy Conservation Code in order (1) to ensure that a minimum energy efficiency standard is maintained throughout the state, (2) to harmonize and clarify energy building code statutory references, (3) to ensure compliance with the National Energy Policy Act of 1992, (4) to increase energy savings for all Nebraska consumers, especially low-income Nebraskans, (5) to reduce the cost of state programs that provide assistance to low-income Nebraskans, (6) to reduce the amount of money expended to import energy, (7) to reduce the growth of energy consumption, (8) to lessen the need for new power plants, and (9) to provide training for local code officials and residential and commercial builders who implement the International Energy Conservation Code.*

South Sioux City has adopted the 2009 International Energy Conservation Code.

Nebraska Legislation LB436 - Net Metering

The Nebraska Legislature passed LB436, which allows for net metering. Net metering is the process in which a citizen has the opportunity to generate their own energy, and can send excess energy onto the grid. The utility company purchases the excess energy from the customer through credits. Net metering was found to be in the public interest because it encourages customer-owned renewable energy sources. Net metering can stimulate economic growth, encourage diversification of the energy resources used, and maintain the low-cost, reliable electric service for the State of Nebraska.

Solar and Wind Easements and Local Option Rights Laws

Nebraska's easement provisions allow property owners to create binding solar and wind easements in order to protect and maintain proper access to sunlight and wind. Counties and municipalities are allowed to develop zoning regulations, ordinances, or development plans that protect access to solar and wind energy resources. Local governing bodies may also grant zoning variances to solar and wind energy systems that would be restricted under existing regulations, so long as the variance is not substantially detrimental to the public good.

For summaries of additional programs, incentives and policies in Nebraska visit the Database of State Incentives for Renewables & Efficiency (DSIRE) website: http://www.dsireusa.org/

Energy Infrastructure

Utility Providers

Electricity

- Owned by the City
- Operated by NPPD

South Sioux City's electrical system covers seven square miles. The distribution system's primary voltage is 12,470 Y and is supplied by seven substations located throughout the city. Eighty percent of the electrical system is underground. The city will continue to work towards converting the remaining overhead lines to underground as time and money allow. This will reduce the risk of power outages due to falling power lines during severe weather. The City and NPPD are constantly working to improve the electrical system within the city.

South Sioux City has joined a handful of other wholesale customers in Nebraska in deciding against signing a 20-year wholesale electric contract with NPPD without price guarantees. Instead, the city has signed a shorter wholesale power agreement with AEP Energy Partners Inc. of Ohio and a capacity agreement with LES. These agreements will diversify the mix of energy sources, and include a large percentage of renewables. This deal is expected to save city electric customers at least $1.5 million a year.

Natural Gas

- Operated by Mid-American Gas
- Supplied by Northern Natural Gas

As seen in the table below, the majority of homes within South Sioux City (68.3%) use natural gas to heat their homes.

Table 2 House Heating Fuel

House Heating Fuel	Units	Percent
Utility gas	2,409	68.3%
Bottled, tank, or LP gas	49	0.8%
Electricity	1,971	30.6%
Other Fuel	15	0.1%

Source: American Community Survey 2014 Estimates

Energy Consumption

South Sioux City, like many other cities in Nebraska, has increased the amount of electricity used in the past decade. Table 2 shows that the city consumed 21.5 percent more electricity in 2015 than it did in 2004. This is mainly due to the increase in residential and commercial development within the city during that period. Per capita electricity use in the residential sector has decreased 4.7 percent from 2004 to 2015. Newer homes are more efficient, leading to the decrease in consumption per capita. As electrical rates are based off of peak use, South Sioux City and its residents should continue to increase energy efficiency to reduce peak consumption and save money on utility bills.

Table 3: South Sioux City Electricity Consumption

Sector	2004-kWh	2015-kWh	Percent Change
Residential	44,275,057	47,177,408	6.2%
Commercial	121,547,174	162,777,441	25.3%
Public Street & Highway Lighting	2,496,579	4,491,914	44.4%
Total	168,318,810	214,446,763	21.5%

Opportunities for Energy Conservation

Benchmarking

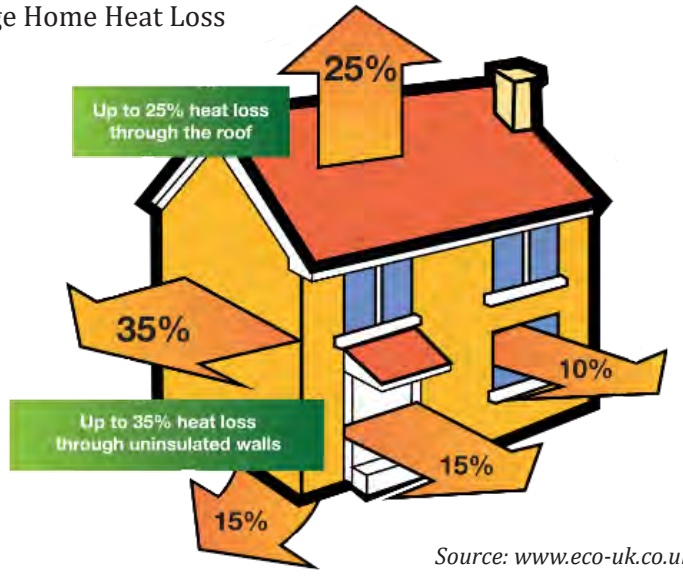
Although benchmarking does not reduce energy consumption itself, it can lead to energy savings. Benchmarking a home, business, or government building allows the owner to see how their building compares to similar buildings across the U.S., track progress as energy improvements are made, and provides the opportunity to have the building certified by organizations such as the U.S. Green Building Council.

Building Efficiency

The U.S. Energy Information Administration's most recent residential energy consumption survey reported on important trends in home efficiency. The survey indicates that, on average, U.S. homes built in 2000 and on consume only 2% more energy than homes built prior to 2000, despite the houses being 30% larger. According to the latest American Community Survey (ACS), approximately 46% of houses in South Sioux City were built before 1970. 14% of the houses were built before 1940. These homes are an opportunity for South Sioux City to significantly reduce its energy use. Improvements in insulation, windows, appliances and lighting can help older homes to be significantly more energy efficient and save the homeowner in energy costs. Figure 24 shows the common places houses lose heat. Up to 60% of heat loss is through the roof and uninsulated walls.

There are a number of programs and incentives available for homeowners and businesses that want to improve their energy efficiency. These programs and incentives are described in the education and funding sections later in this document.

Figure 24: Average Home Heat Loss



Source: www.eco-uk.co.uk

Demand Response Program

The voluntary South Sioux City Demand Response Program is the cornerstone of a larger infrastructure improvement project that will help the municipality and residents track and manage energy use, stabilize electricity rates, and generate more than $800,000 in energy and operational savings each year. When homeowners sign up, a Wi-Fi enabled thermostat is installed which enables the utility to temporarily cycle air conditioners on and off during times of peak energy demand. This reduces energy consumption and provides cost savings to the city and homeowners alike.

Transportation

Efforts should be made to conserve energy in transportation to mitigate the high costs and energy consumed moving people from place to place. Figure 6 shows the amount of energy consumed, and subsequent money spent on energy in Nebraska during 2013. Even though transportation accounted for approximately 22% of the state's total consumption in 2013, Nebraska spent more money on transportation than residential, commercial and industrial energy uses combined.

Figure 25: Energy Consumption by Sector, 2012

Nebraska Energy Consumption and Costs By Sector, 2012

	Residential	Commercial	Industrial	Transportation	TOTAL
ENERGY					IN TRILLION BTU
	147.0	131.9	384.8	196.9	860.6
	17.1%	15.3%	44.7%	22.9%	100%
COSTS					IN MILLIONS OF $
	1,390.3	990.5	2,289.5	5,423.0	10,093.3
	13.8%	9.8%	22.7%	53.7%	100%

Figure 26: Car Charging Station in South Sioux City

South Sioux City has purchased four electric cars (Nissan Leafs) for their city fleet. These vehicles not only conserve energy and reduce emissions, but they also save the city money. The annual cost to power one of these electric vehicles is only $300.

Strategies to reduce energy use for transportation include: invest in trails, sidewalks, and multi-modal transportation infrastructure, encourage carpooling, and encourage local economic development to increase local jobs. Investing in active transportation infrastructure can also lead to a healthier community and can improve the quality of life.

Landscaping

A well-designed landscape not only improves the aesthetic of a home or business, it can reduce water use and lower energy bills. According to the Nebraska Energy Office, a well-designed landscape saves enough energy to pay for itself in less than eight years. For example, when planted in the right spot, trees can provide shade from the sun in the summer and block the cold wind in the winter. The Department of Energy's website has information regarding landscaping for energy efficiency: http://energy.gov/public-services/homes/landscaping.

South Sioux City has been a Tree City USA for over 20 years. Tree City USA communities cut energy consumption by planting and maintaining a sustainable urban forest. A healthy urban forest can also reduce the heat island effect within the city.

Recycling

Recycling preserves energy by reducing the energy needed to extract raw materials. For example, using recycled aluminum scrap to make aluminum cans uses 95% less energy than making aluminum cans from raw materials (EIA). Recycling also reduces the amount of solid waste dumped in landfills, which saves the city money in tipping fees and allows landfills to stay open longer. All South Sioux City area residents receive a recycling bin at their residence. Recyclables are collected curbside alongside trash. South Sioux City should continue to encourage and support recycling efforts.

Opportunities for Renewable Energy

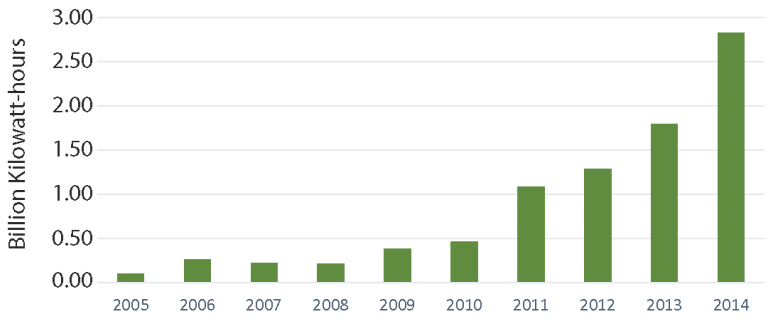
Renewable Energy Sources

Nebraska is the only state in the U.S. that runs on 100% public power. Since they are not seeking profits, public power districts have been able to maintain some of the lowest electricity prices in the nation. However, the low cost of energy is one of the reasons that Nebraska has not fully taken advantage of its renewable energy potential. Unlike places such as California, where electricity prices are high, renewable energy systems have historically not been economical for Nebraska. Below is a summary of potential renewable energy options for South Sioux City as well as highlights of current city efforts.

Wind

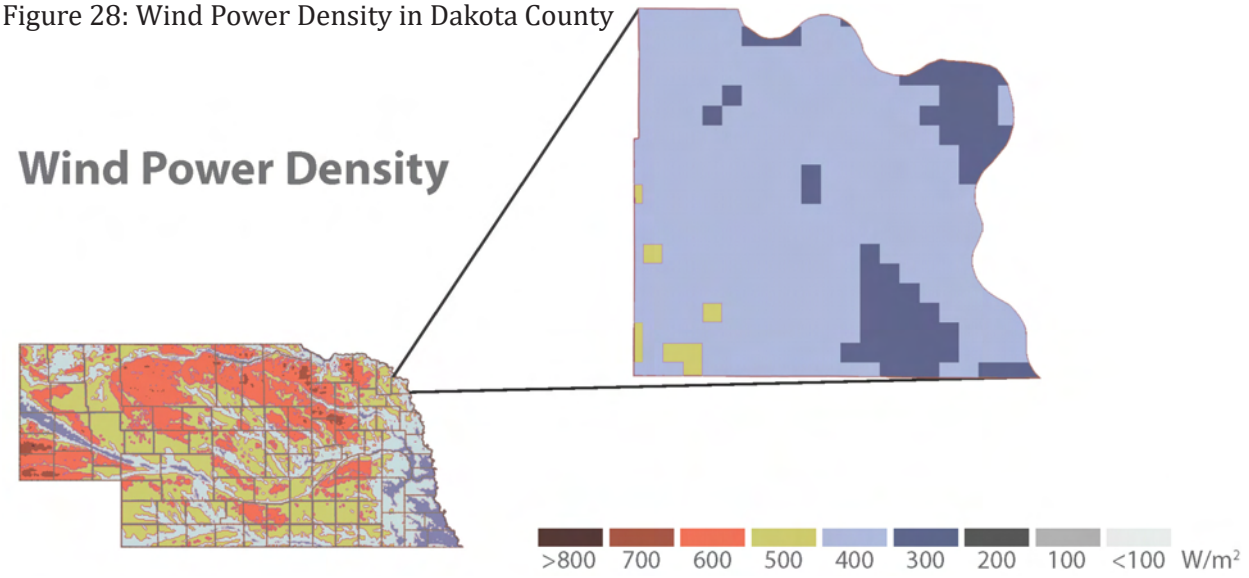
According to the American Wind Energy Association, Nebraska has one of the best wind resources in the United States; 92% of Nebraska has adequate wind speeds for a utility scale wind farm. Nebraska ranks 3rd in the U.S. in gigawatt hour (GWh) wind generation potential, but has been slow in utilizing this resource compared to other states. Nebraska currently ranks 20th in total MW installed with 890 MW. According to the National Renewable Energy Laboratory, Nebraska's wind potential at 80 meters hub height is 917,999 MW. Wind Power is capable of meeting more than 118 times the state's current electricity needs. Nebraska has continued to increase wind energy generation since 2008 and this trend will likely continue in the future.

Figure 27: Nebraska's Wind Energy Generation 2005-2014



As seen in Figure 27, South Sioux City and the surrounding areas in Dakota County have fewer wind resources than the majority of the state, with wind power densities ranging from 300 to 400 watts per square meter. However, the city can continue to evaluate purchasing wind power from wind farms elsewhere to supplement their energy needs.

Figure 28: Wind Power Density in Dakota County



Biomass

A wood biomass system, or gasifier, uses waste wood and tree debris as fuel to produce heat and electricity. South Sioux City conducted a woody biomass study in 2012 and has since been awarded grants from the Nebraska Department of Environmental Quality and University of Nebraska-Lincoln's Nebraska Forest Service to finance a woody biomass system and generator for the city's Scenic Park Campground. This biomass system provides a way to utilize excess tree debris left over from storms or diseases. With concerns regarding maple tree disease, Emerald Ash Borer, and the Scotch Pine Beetle, there will likely be plenty of tree waste in the coming years. The system will save the city an estimated $40,000 in energy costs per year.

Methane Capture

The L.P. Gill Landfill that serves South Sioux City captures methane gas from the landfill and pipes it to the Siouxland Ethanol plant. At the plant, the landfill gas (LFG) is blended with natural gas to power the 50 million gallon per year ethanol production facility. The methane provided from the landfill reduces Siouxland Ethanol's annual natural gas requirements by 10 percent. The LFG is also cheaper than the replaced natural gas, saving $250,000 annually. This project has also qualified to be a 'carbon offset provider' for its destruction of methane and the displacement of fossil fuel use.

Figure 29: South Sioux City's Gasifier

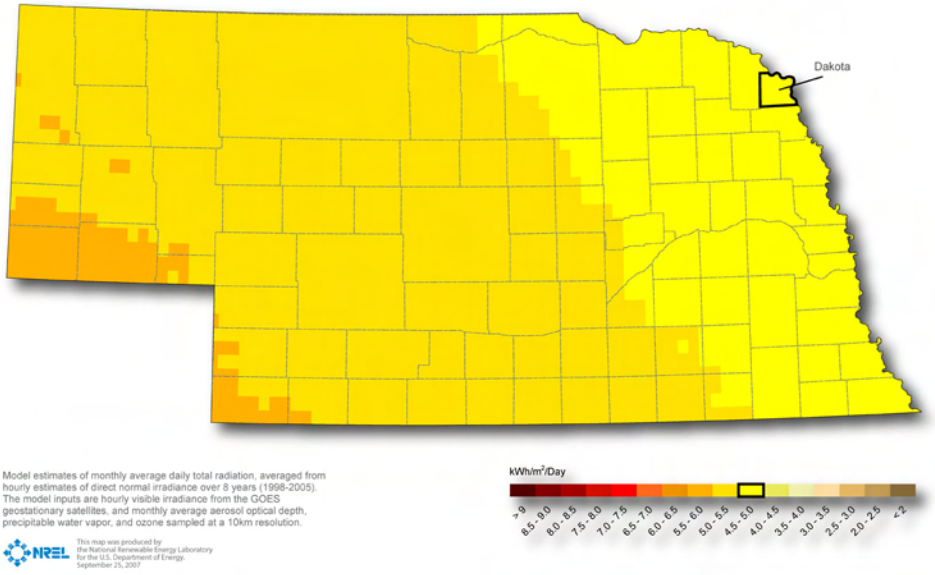
Solar Power

According to the National Renewable Energy Laboratory, Nebraska is ranked 13th in solar energy potential. As seen in Figure 10, South Sioux City and the rest of Dakota County have an average solar radiation of 4.5 – 5.0 kilowatt hours per square meter per day. Currently, solar technologies are marginally used in Nebraska because it historically has been difficult for solar technologies to compete with the state's low electric rates.

According to the International Renewable Energy Agency, the cost of solar photovoltaic (PV) panels decreased 80% from 2009 to 2013. As the cost of solar panels continues to decrease, solar will be increasingly utilized at an individual home or business scale to help supplement electrical needs. South Sioux City should prepare for future private investments in renewable energy systems, such as solar panels, by establishing zoning regulations and ordinances that will guide these systems into desired locations and uses. The city should also establish a permitting process that does not discourage private investment in renewable systems.

South Sioux City has set aside 21 acres of land between South Sioux City and Dakota City for a solar farm that became operational in 2016. The solar farm provides 3 megawatts of solar power for the city.

Figure 30: Global Solar Radiation at Latitude Tilt - Annual



Geothermal

The type of geothermal application that is most practical and economical for the residents of South Sioux City is the expanded use of geothermal heat pumps. Closed loop systems move fluids through continuous pipeline loops that are buried underground at depths where the temperature does not fluctuate much. Heat picked up by the circulating fluid is delivered to a building through a traditional duct system. Geothermal heat pumps discharge waste heat into the ground in the summer months and extract heat from the ground in the winter months.

Geothermal heat pumps are becoming a popular method of heating and cooling buildings, especially among large institutions such as schools and government buildings. South Sioux City has installed geothermal systems at City Hall and the City Library.

Education

South Sioux City will not be able to achieve its energy goals without the help of its citizens. The city utilizes the city website to inform residents of current city efforts and energy efficiency opportunities. South Sioux City should continue to educate the public on the benefits of energy efficiency and the most feasible renewable energy systems. The resources in the following subsections can be used by South Sioux City to raise awareness regarding energy efficiency and renewable energy systems.

Energy Saving Tips

NPPD has a link to the Home*Energy*Suite on its website (http://www.nppd.com/save-energy/homeenergysuite/). Within the suite is energy information, energy saving tips, and special purpose calculators. These calculators compare the costs of systems relating to heating, irrigation, lighting, heat pumps, and even televisions. The Suite also includes the Home*Energy*Calculator that analyzes the energy efficiency of a home.

The Nebraska Energy Office has listed ways to save money on energy bills for the home, farm, business, or vehicle. Options for energy savings are listed on the Office's web site at http://www.neo.ne.gov/tips/tips.htm.
The U.S. Department of Energy created a document that explains tips on saving money and energy at home: http://energy.gov/sites/prod/files/2014/05/f16/Energy_Saver_Guide_PhaseI_Final.pdf

Jobs and Economic Development Impact Models (JEDI)

Developed for the National Renewable Energy Laboratory, the JEDI models were created to demonstrate the economic benefits associated with renewable energy systems in the United States. This model can be used by anyone: government officials, decision makers, citizens. The model is simple, the user enters in information about the project and it will generate economic impact data such as jobs, local sales tax revenue etc.

Funding

Although energy efficiency upgrades and some renewable energy applications will save money over time, the initial costs can be burdensome. Below are some incentives, programs, and resources that South Sioux City can use to help with the initial costs of energy efficiency and renewable energy.

Financial Incentives

There are a number of federal and state incentives for renewable energy production and energy efficiency. These include: loan programs, rebates, and tax credits or exemptions. For summaries of programs, incentives and policies in Nebraska visit the Database of State Incentives for Renewables & Efficiency (DSIRE) website: http://www.dsireusa.org/.

Grants

There are many state, federal, and non-profit agencies that distribute funding for energy projects. South Sioux City has been successful in acquiring grants to help fund energy projects. Past grants that South Sioux City has been awarded have led to the woody biomass energy system in Scenic Park Campground, and energy efficiency improvements. In 2010, the city was awarded a $252,477.61 grant through the Energy Efficiency and Conservation Block Grant (EECBG) program. This grant funded energy efficiency improvements in a number of municipal facilities as well as the Badger Building. These energy efficiency projects resulted in an energy savings of 188.5 Megawatt hours per year. The city of South Sioux City should continue to explore grant opportunities to help fund energy conservation or renewable energy projects.

Energy Assistance Programs

Residents wanting help paying their utility bills can visit this website with links to many programs in Nebraska: http://nebraskaenergyassistance.com/assistance/

The Weatherization Assistance Program helps lower income families save on their utility bills by making their homes more energy efficient. The Nebraska Energy Office administers the federally-funded program. This website describes the program and how to apply: http://www.neo.ne.gov/wx/wxindex.htm

3 Envision
South Sioux City

Envision 3

[section 2.1]

INTRODUCTION

The Envision portion of the planning process creates a "wish list" of items identified within the public input process. The development of a comprehensive plan is an on-going process of goal setting and problem solving. The desired results will encourage and enhance economic opportunities and quality of life. The planning process focuses on ways of solving existing issues within the community and providing a management tool enabling citizens to achieve their vision for the future.

Successful plans involve the community to represent their needs and vision for the future. The over-arching goal of the Envision South Sioux City process is to provide a variety of opportunities for the public to become involved in the decision making and prioritization process. Community members are well-informed and have intimate knowledge to make the most of South Sioux City's potential.

The Envision South Sioux City public participation process consisted of a series of focus group meetings and two separate town hall meetings. Traditional, face-to-face meetings were complemented by the Envision South Sioux City mySidewalk site. The mySidewalk platform is an online town hall forum, allowing for participation from the public throughout the planning process.

[section 2.2]

FOCUS GROUP MEETINGS

A series of focus group meetings were conducted to discuss select topics of interest to the community. These meetings involved select stakeholders involved professionally or personally in the fields of;

- City Staff and Service Providers
- Economic Development
- Youth and Students
- Faith Leaders and Philanthropy
- Parks and Recreation
- Major Employers
- Housing
- Political Leadership
- Young Professionals

City Staff and Service Providers

A focus group consisting of city staff targets input regarding community utilities and infrastructure. This group is an important source of information as the community looks to define its goals for growth and services. In order to ensure successful growth while maintaining a high level of service to its residents, a community must evaluate its utility capacity. This evaluation should include the condition of current infrastructure, level of service, and potential investment requirements in the future.

Community Strengths

- Community collaboration
- City leadership
  - Progressive
  - Strong
  - Stable
  - Welcoming
- Community connectivity and accessibility
  - Size of the community
  - Public transportation availability
  - Walkable/bikeable
  - Trail System (year-round accessibility)
- Economic Development efforts
  - Site preparation
- Community safety
- Single high school
- Mary J. Treglia Center
- Riverfront utilization

Community Weaknesses

- Public employee turnover
- Accessibility of schools
  - Lewis and Clark (Highway barrier)
- Bus Service
  - Hours
  - ADA Accessibility
  - Lack of weekend service
- Lack of traditional downtown
- Walkability
  - ADA Accessibility
    - Sidewalks
    - Curb cuts
    - Snow removal
  - Dakota Ave.
    - Signaled and marked crosswalks needed
  - Around schools
- Cultural integration and inclusion
  - Lack of civic representation of Hispanic population and businesses

- Many community and family service providers located in Sioux City
    - DHHS
    - Immigration
- "Culture Wash"
- Housing
    - Current condition and quality
    - High prices
    - Lack of apartments
- Recreation options for young adults and families
- Wetlands and floodplain limit development
- Land use conflicts in community
- Lack of urban design and aesthetics
- Retail and shopping isolated to bypass
- Economic/Industrial Development dominating greenfield development opportunities

Needed/Upcoming Public Investments

- High-wage jobs in community
- Immigrant career integration/transition training
- ESL programming
- Cultural Center/Museum
- Youth Center
- Historic Preservation
- Dakota Avenue road diet and streetscape
- Park and Ride system for industrial park commuters
- Bike trails and facilities (for commuters)
- Fire Department Expansion
- Schools (according to facilities plan)

Magic Wand

- Riverfront utilization
    - Regional park
- Community gathering space
    - Community Center or plaza
    - Freedom park
- Community Youth Center
    - After-school programming
    - Boys and Girls Club
- More athletic fields
    - Practice facilities
    - Soccer fields
- Aquatic Complex
- Vibrant community core along Dakota Avenue

Economic Development

The Economic Development Focus Group was aimed at garnering input form the local business community as well as the staff and stakeholders of the economic development in South Sioux City. The goal for this focus group was to get a sense of the opportunities and barriers for business growth and success in South Sioux City.

Community Strengths

- Riverfront
  - Quality of life and recreation
  - Economic development potential
- Population diversity
- Opportunities for young people
  - Education
    - High school
    - Community college center
- Transportation access
  - Central location
  - Tri-state accessibility
- Industrial growth attitude

Community Weaknesses

- Commercial airline service at Sioux City Airport
  - Lack of direct flights
  - Perception of South Sioux City
- Lack of skilled workforce
- Lack of housing
  - Regional competition
    - Tax systems
    - Lack of abatement opportunity
- Economic mobility of minority population
- Lack of entertainment options
  - Adult recreation
  - Youth/family non-athletic recreation

Housing Needs

- Diversity of housing types
- Mid-to-high end housing = $200,000+

Barriers to Economic Development

- Regional competition
  - Tax structures
- Lack of housing
- Lack of mid-to-high wage jobs
- Zoning restrictive of mixed-use development

Needed Developments

- Vibrant Entertainment Space
    - Walkable
    - Public gathering space
- Riverfront development

Magic Wand

- Increase mobility and accessibility in community
    - Service access to industrial centers
    - Logistics industry
    - Railroad access
- Commercial shopping center, ie Lakeport Commons
- Outlet Mall

Youth and Students

Providing an opportunity for young people to participate in a visioning process is important for a community. As communities look to retain and attract a young population into the community, this age group gives insight into the perceived opportunities available to them when and if they stay in the community. This age group has particular needs and demands as it relates to the quality of life found within the community.

Community Strengths

- Technology in school system
- Local community college and university
- Library system
    - Facility
    - Programming
- Community commitment to collaboration
- Alternative schooling options
    - Special-needs services
    - Early Start programs
- Access to family services
    - Boys and Girls Club
    - Girls, Inc.
- Trail system
- YMCA
- Kids Café

Community Weaknesses

- Childcare and before/after school programming
- High cost of living
- Local athletic facilities
- Transportation and accessibility across town
- Parent and adult education programs
    - Multi-cultural
    - English as a second language (ESL)
- Homeownership rate
- Quality and affordable rental availability

Community Needs

- Starter homes
    - 2-3 bedroom
    - 1 car garage
    - < $150,000
- “second homes”
    - 4 bedroom
- High school and youth job opportunities

Barriers to Youth Retention

- Recreation and quality of life
- Job availability
    - Entry-level professional jobs

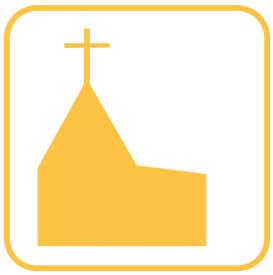
- Summer school programming
- Rental to home ownership transition process
    - Education programming
    - Down-payment assistance
- Advanced education opportunities
    - Post-graduate

Desired Recreation Amenities

- Shopping/retail opportunities
- Movie theater
- Concert venues
- Golf Center
    - Driving range
    - Mini-golf
- Bowling alley
- Gathering space/reception hall
- Gyms and fitness centers
- Hockey/skating rink
- Indoor soccer facility
- Comprehensive Recreation Center
- Aquatic Center

Magic Wand

- Community Center
    - Transportation shuttle
    - Indoor athletic facilities
    - Family oriented
- New and unique businesses
    - Starbucks
    - Barnes & Noble
- After school care
- Mixed income planned neighborhoods
- Destination Development
    - Regional park
    - Amusement park



Faith Leaders and Philanthropy

A community's ministerial and non-profit leaders provide a unique and intuitive perspective due to their direct interaction with their parishioners and constituents. These leaders are highly involved in the community and have an understanding of the true character and needs of residents, specifically under-served populations.

Community Weaknesses

- Cultural mentalities
- Housing condition

Community Strengths

- Community passion and diversity
  - well-connected and networked
- Community location and proximity to transportation networks
- Community safety
- Singular High School
- Mary Treglia Center (Sioux City, IA)
- Bike trails

Magic Wand

- School facility expansions and improvements
- Multi-use complex
  - athletics
  - wellness
  - public/private partnership
- Awareness of various assistance programs
  - Information clearinghouse
  - Pamphlets and marketing

Political Leadership

By discussing community issues with elected and appointed officials in the community, an understanding of the political will and priorities of public bodies can be established. This engagement also provides an opportunity to communicate the planning process and public sentiment on issues to date.

Community Strengths

- Positive attitude towards industrial development
- The College Center
- Civic leadership

Community Strengths

- Positive attitude towards industrial development
- The College Center
- Civic leadership

Community Weaknesses

- Skilled labor shortage and workforce development
- Landlocked community
- Competitive tax structure of surrounding communities

20-year vision for South Sioux City

- Quality workforce
- High available wages
- Technology and research based job center

Desired regional developments

- Recreation amenities for young adults
- Youth activities and "safe havens"
- Before and after school programs
- Transportation and transit options for youth
- Park development in eastern South Sioux City

Parks and Recreation

Parks are a vital component to the quality of life offered by a community. For this reason, parks officials, families, local organizations, and other stakeholders are invited to provide their input in parks development and programming in South Sioux City.

Local Recreation Strengths

- Scenic Park
- Athletic Fields
- Campgrounds
- Riverfront YMCA
- Trail system
- Proximity to Sioux City to pull in more participants and users

Desired Recreation Amenities

- Indoor Facilities
    - Soccer
    - Basketball
- Skate Park
- Modern Aquatic Center
    - Lazy river
    - Splash pad
- Youth-oriented activities

Needed Investments to Support Growth

- More athletic facilities
    - Soccer fields
    - practice fields for all sports
    - availability for pick-up games

Desire Park Improvements

- Barbecue pits/stands
- Picnic shelters

- Four-season shelter
- Modern restrooms
- Aquatic rentals
    - Kayaks, canoes, rowboats
    - fishing
    - etc.

Complementary Developments to Support Recreation

- Dining/entertainment venues
- Events and programming in parks
- Late bus and shuttle services
- Outdoor wellness programming
    - Zoomba
    - Yoga
    - etc.

Magic Wand

- Aquatic Complex
    - Competition pool
    - Lazy river
    - Splash pad
- Adult and senior citizen recreation programming
- Indoor/outdoor multi-sport facility
- Additional hotel/motels
- National events and tournaments
- Cold weather facilities - sledding slope
- River overlook point

Major Employers

The major employers of a community provide a unique perspective for economic and workforce development issues. With an understanding of local infrastructure, quality of life, and hiring practices; employers can provide an insightful voice for the overall needs of a community to achieve success.

Community Strengths

- Local business climate
- South Sioux City schools
- Location and proximity to surrounding communities
- Civic leadership

Economic Development Strengths

- Location within the Metropolitan Statistical Area; accessibility to labor
- Progressive economic development efforts

Barriers to Growth and Development

- Internal and external perception of South Sioux City
- Availability of contractors
- Competitive tax structures of surrounding communities
- Incompatible land uses throughout community

Desired Developments in South Sioux City

- Riverfront development
- Entertainment and quality of life amenities
    - Restaurants
    - Family entertainment
- Senior housing
    - Condominiums
    - Townhomes
    - etc.
- Trail development

Workforce development issues

- Lack of entry-level professional employees
- Lack of upward mobility in white-collar jobs
- Lack of jobs for senior citizens
- Development of a school career academy

Magic Wand

- Destination retail center
    - Cabela's
    - Outlet Mall
    - etc.
- Large technology-based employer

Housing

Addressing housing needs has been identified as a top priority in South Sioux City. Assembling housing professionals such as realtors, developers, builders, and contractors provides an important viewpoint of the challenges and opportunities in the South Sioux City market.

Community Strengths

- Riverfront
  - Recreation opportunities
  - Economic development draw
- Community Diversity
- Flat terrain
- Transportation accessibility
  - Highway 75/77
  - Interstate 29
  - Highway 20
- School system
- Rail access
- Civic leadership
  - Growth-focused
  - Stability of leadership positions

Community Weaknesses

- Entertainment
  - Night-life
  - Family entertainment options
- Traffic circulation
- Lack of a downtown
- Outside perception of South Sioux City
- Appearance and aesthetics
  - Dakota Avenue corridor
- Lack of housing incentives
  - Regional competitiveness
  - State/local tax structure
- Rental housing
  - Rates
  - Quality
  - Absentee landlords
- Retail and shopping options
- Commercial competition in Siouxland region
- Housing ownership options
  - Lack of diversity
  - Lack of market-rate to high-end housing

Barriers to Housing Development

- Regional competition for development
- Cost of re-use and redevelopment
- Land prices
- Wastewater treatment

Desired Developments

- Recreation Center
- Community Center
- Hotels
- Medical Facilities
    - Family practice clinic
    - Urgent care
- Senior Housing
    - Independent
    - Assisted living

Needs in Housing Market

- $250 – 350,000
    - 3-4 bedroom
    - 2+ car garage
    - Variety of lot sizes

Magic Wand

- Additional I-129 Interchange
- Shopping/Dining District
- Community Center
- Community beautification
- Flood control infrastructure
- Entrance gateway features
- Community

Young Professionals

Engaging young adults into a planning process is an important step in recognizing the opportunities, challenges, and perception of youth regarding their community. As South Sioux City looks to attract and retain young professionals, giving a voice to a young demographic will help identify and work towards the desires and issues facing young adults and families in the community. Topics of discussion include quality of life, education, and job opportunities.

Community Strengths

- Walkability
- Small community with accessibility to large city amenities
- Schools and post-secondary education opportunities
- Community cleanliness
- Safety
- Park facilities
- Community accessibility and connectivity
    - Proximity to river
    - Access to I-29
- Tourism draw
    - River
    - Campground
- Trail system
- City Leadership
- Small and Latino business community
- Local economy
    - Low unemployment
- Community collaboration

Community Weaknesses

- Housing
    - Price
    - Quality
    - Property taxes
- Family recreation activities
- Internal and external perception of community

Desire Civic Amenities

- Community gathering space
- Nightlife district
- Movie theater
- Bowling alley
- Additional promotion of existing amenities

Community Needs

- Professional jobs
- Non-profit and community center or clearinghouse

Magic Wand

- Vibrant entertainment district
- Indoor recreation center
- Public transportation
- Enforcement of zoning regulations
- High wage white collar jobs
- Day care
- After-school programming
- Water park
    - Splash pad
- Better traffic circulation
- Family restaurants
- Improved school facilities
    - Career center

[section 2.3]

TOWN HALL MEETINGS

On January 12 and March 8 of 2016, respectively, two town hall meetings were held to solicit input regarding the community from the public at-large. This input was aimed to guide the direction and recommendations of the Comprehensive Plan update.

Community Strengths

- Location and accessibility
    - Transportation access
        - Railroad
        - I-29
        - Highways
- Civic Leadership
    - City Administration
    - City Agency Heads
- Community Collaboration
- Cleanliness
- River access
- Community diversity
- College Center
- Chamber of Commerce
- Trail system
- YMCA
- Scenic Park and war memorial

Community Weaknesses

- Retail and Entertainment options
- Youth activities
    - Ages 5-20
- Retail leakage
- Public transit hours
- Flood control
- Lack of community cemetery
- Community aesthetics
- Housing condition and property maintenance
- Lack of housing options
- Wayfinding and signage
- No traditional downtown
- Cleanliness

20-Year Vision for South Sioux City

- Renewable energy - "No carbon footprint"
    - Solar
    - Wind
- Housing opportunities at all price points
- Restaurant options
- Youth Entertainment
    - YMCA
    - Youth Center
- Pedestrian access across river
- High paying jobs
- Riverfront development

Barriers for Housing Development

- Funding
- Financing
- Quantity
    - Especially rentals

Barriers for Economic Development

- Student and young adult retention
- Low unemployment
- Availability of skilled labor
- Local wages
- Lack of quality of life/recreation amenities

City Service Issues

- Poor street/road condition
- Lack of residential parking on Dakota Ave.
- Hard water

Magic Wand

- Technology jobs
- Youth Center
- Adult Recreation
- Multi-sport complex
- Additional community college offerings and programs
- Urban greenspace
- Vibrant “park and play” district
- Water park
- Additional trail development

4 Achieve
South Sioux City

4 Achieve

[section 4.1]

INTRODUCTION

The Achieve Chapter is a guide for the future direction of the community. This includes the analysis of the Profile Chapter and the dreams of the Envision Chapter. In order to promote a high quality of life while growing the population base, the main emphasis of the South Sioux City Comprehensive Plan is to provide an opportunity for new housing options, desirable job growth, and quality of life improvements.

South Sioux City's proximity and connectivity to Sioux City and the Siouxland Region provides unique opportunities and constraints. The opportunity to capitalize on the quality of life, and economic development opportunities have fueled its tremendous growth over the past several decades. However, a perceived lack of high-wage jobs, combined with the competing tax structures of adjacent states have hindered South Sioux City's ability to maximize growth and development.

This chapter will begin to address the community's strategy for capitalizing its unique opportunities and addressing community constraints.

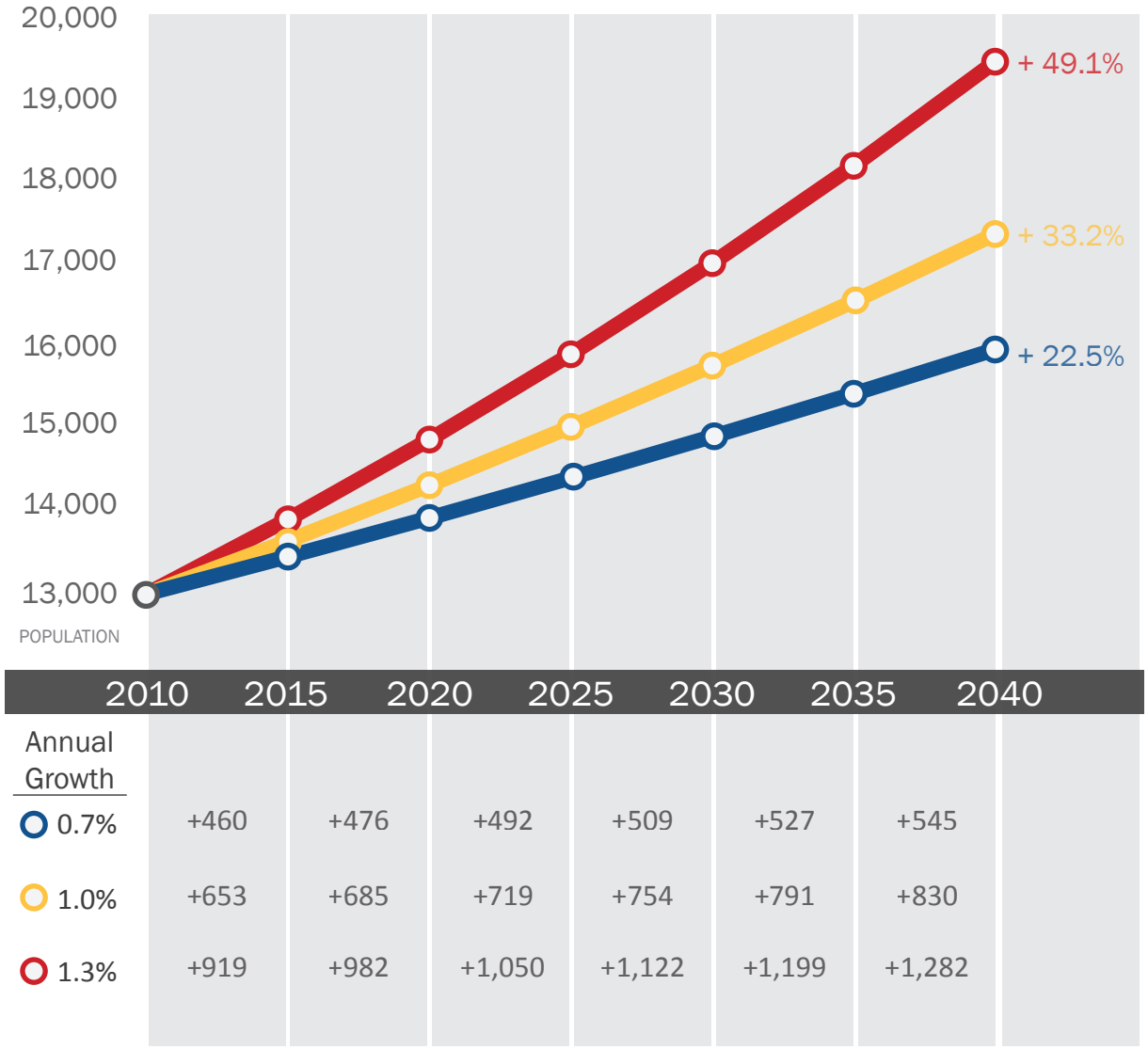
[section 4.2]

POPULATION PROJECTION

While future population growth will certainly fluctuate based on trends outside of the community's control, population projections provide an important baseline to direct policy implementation. Population projections are important to plan for future needs of community infrastructure, employment, and housing. Planned and phased investments in these areas are a prerequisite for population growth.

Projecting population growth can be a difficult task for a community within a greater Metropolitan Statistical Area. Competing communities for housing development make setting trend lines difficult. South Sioux City's ability to draw growth from the Siouxland Region create external growth demands and leakages that most communities the size of South Sioux City do not experience. Because of this relationship, South Sioux City's ability to grow is entirely contingent on its ability to provide adequate housing and job opportunities.

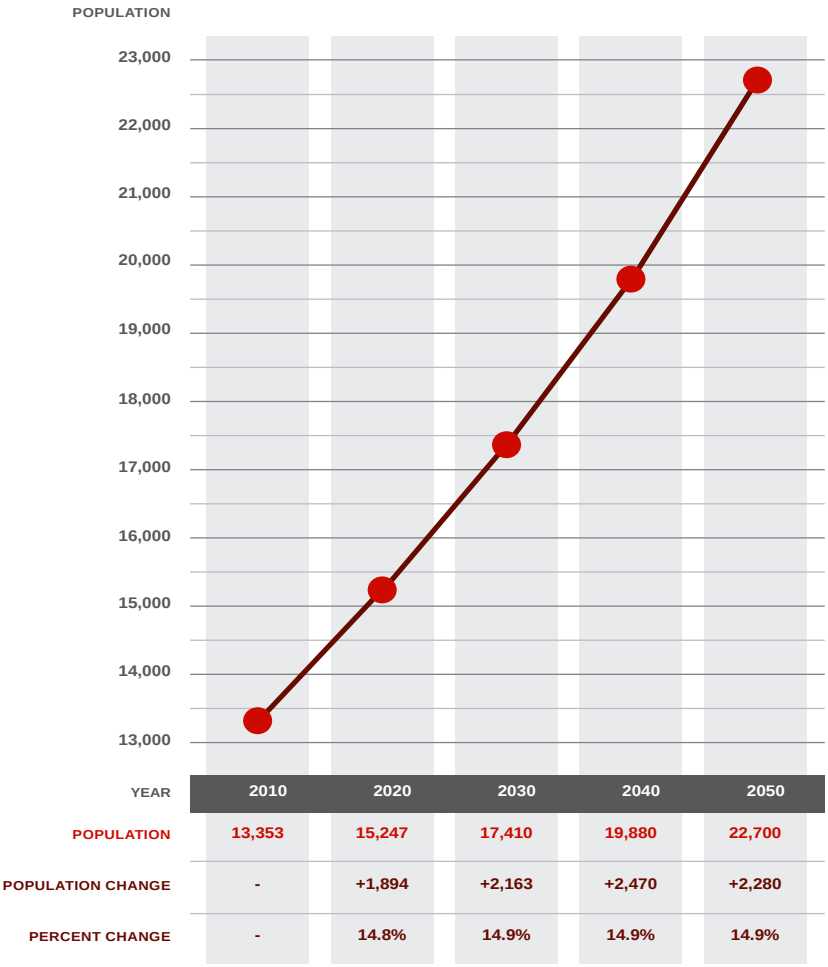
Figure 31: Population Projection



Trend Line Projection

A series of population projections based on the trends of the most recent decades are provided in Figure 31. These high, medium, and low-end projections provide a range of potential population scenarios over the next 20+ years. South Sioux City can facilitate or manage its rate of growth by setting firm policies for how development is implemented within its zoning jurisdiction. Policies related to land use and growth management are detailed in this chapter.

Figure 32: Age Cohort Projection



YEAR	2010	2020	2030	2040	2050
POPULATION	13,353	15,247	17,410	19,880	22,700
POPULATION CHANGE	-	+1,894	+2,163	+2,470	+2,280
PERCENT CHANGE	-	14.8%	14.9%	14.9%	14.9%

Cohort Survival Projection

Cohort survival projections are utilized to project an existing population's growth potential. A cohort survival projection uses local birth and death rates, combined with net migration rates, associated to each five-year cohort and gender. These formulas are utilized to comprise each cohort's growth or decline in each five-year span.

The age cohort survival projection shown in Figure 32 represents the results of this analysis. The analysis suggests that if current trends continue, South Sioux City would continue to experience rapid growth. It is worth emphasizing again, that these growth trends are entirely dependent on the ability of the community to provide adequate housing options to meet demand.

[section 4.3]

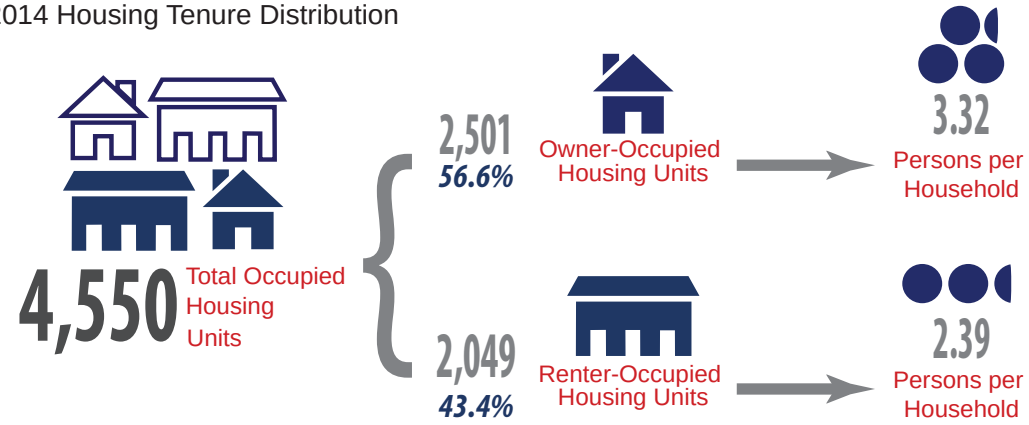
HOUSING PROJECTION

The number of housing units required to house South Sioux City's projected population growth is calculated based off the current occupancy rate for each form of housing tenure. Owner-occupied and renter-occupied units make up the forms of housing utilization in a community. The ratio of owner to renter units, combined with the average household size for each form of tenure equate to the total number of owner and renter housing units required to house South Sioux City's projected population.

In order to facilitate the growth demands of the age cohort survival analysis depicted in Figure 33, South Sioux City must supply 824 new owner-occupied units and 1,642 renter-occupied units.

Figure 33: 2014 Housing Tenure Distribution

2014 Housing Tenure Distribution



Projected Housing Needs by Tenure

Study Year	Projected Population	Owner-Occupied New Demand	Renter-Occupied New Demand	New Units Needed
2015	14,272	-140	623	483
2020	15,254	170	175	345
2025	16,304	179	190	370
2030	17,426	191	204	395
2035	18,625	205	218	422
2040	19,907	219	232	451
TOTAL	6,554	824	1,642	2,466

[section 4.4]

COMMUNITY GOALS

The first step in developing the framework for implementing this plan was the creation of general community goals. The Comprehensive Plan Committee established these broad-based goals to structure the policy statements and guide the growth of the community. These general goals were developed with the results stemmed from the input of the community in the Envision South Sioux City participatory process and any unfulfilled community priorities from previous planning processes.

A goal is a broad statement with various aspects of community development. A goal indicates the state or condition that the citizens of the community wish to attain over a period of time, typically several years to a decade.

Once a set of community goals are developed, they are intended to provide the basis for formulating local policies to be applied in the administrative and governing proves by the City Council, local government departments, the Planning Commission, and other boards and commissions representing the city of South Sioux City. Accordingly, the goals and objectives presented herein shall provide the framework upon which the remaining elements of the Comprehensive Plan are developed.

The primary aspects of community development which are dealt with in this planning effort and those which are best approached on the basis of the South Sioux City Comprehensive Plan are the framework for the structure of the Community Goals.

The following categories represent the general community goals:

- Land Development
- Public Utilities
- Transportation
- Housing
- Commercial and Industrial Development
- Parks and Open Spaces
- Public Services
- Technology

Land Development Goals

Developable land shall be considered a scarce resource and conserved by implementing dense and compact growth and development within South Sioux City's zoning jurisdiction. Community growth shall be implemented with a balance of investment in the redevelopment of the existing built environment and new development ventures.

Public Utilities Goal

South Sioux City shall develop and maintain cooperative arrangements with regional public and private entities to determine the best alternatives for utility service and investments.

Transportation Goals

South Sioux City shall develop a transportation system that complements regional goals, objectives, and plans with investments based off a cost-benefit analysis and capitalizes on improvements to existing transportation infrastructure.

South Sioux City shall maintain a transportation system that is safe, dependable, and economical for all modes of transportation, and various transportation technologies.

Housing Goal
The development and maintenance of safe, quality, and diverse residential developments is a priority for South Sioux City.

Commercial and Industrial Development Goals
Commercial and industrial growth shall be developed in a manner that maximizes growth in high-wage jobs that enhances the local economy and quality of life in South Sioux City.

Economic Development opportunities shall promote or complement efforts to revitalize the core commercial areas of South Sioux City.

Parks and Open Spaces Goals
Park and recreation amenities and infrastructure in South Sioux City should be capitalized to encourage population growth and tourism development to the community.

Public Services Goals
Public services should reflect the diverse population of South Sioux City utilizing innovative services to provide a safe and sanitary community to live, work, and play.

Technology Goals
South Sioux City will utilize technology to enhance city services and quality of life for residents.

Policies
Policies give more detail and describe the actions needed to achieve the desired goals of the community. Policies are part of the value system linking goals with more actionable or detailed descriptions. The adopted policies synthesize the information from the existing profile of the community and the public input from the visioning component of this comprehensive plan. Policies are a means to achieve the goals established by the community and they imply a clear commitment to South Sioux City's future development.

Land Development
LD-1 Developable land shall be considered a scarce resource and conserved by implementing dense and compact growth and development within South Sioux City's zoning jurisdiction.

1. Land development proposals should be considered based on their ability to maintain community connectivity and walkability.

2. In lieu of dedicated Right-of-Way or easement for trails, a residential subdivision development should be assessed a fee for community trails development and improvement.
3. The City should continue to enforce wellhead protection areas. The City should periodically review required horizontal separation distances to ensure that distances meet accepted engineering and regulatory standards.

LD-2 Community growth shall be implemented with a balance of investment in the redevelopment of the existing built environment and new development ventures.

1. City zoning regulations should be reviewed and updated to accommodate innovative housing opportunities including accessory unit dwellings, small houses, and redevelopment in the community core.
2. Future "greenfield" development should be directed east of the community, promoting contiguous growth through the riverfront.

Public Utilities

PU-1 South Sioux City shall develop and maintain cooperative arrangements with regional public and private entities to determine the best alternatives for utility service and investments.

1. Investment in utility infrastructure should be partially based on improving the efficient delivery of utilities, while minimizing dependencies on fossil fuels.
2. Continue to participate in the regional wastewater treatment system.

Transportation

TN-1 South Sioux City shall develop a transportation system that complements regional goals, objectives, and plans with investments based off a cost-benefit analysis and capitalizes on improvements to existing transportation infrastructure.

TN-2 South Sioux City shall maintain a transportation system that is safe, dependable, and economical for all modes of transportation, and various transportation technologies.

1. South Sioux City should support continued growth of regional transit and paratransit services throughout the Sioux City Metro through financial means and planning efforts.
2. South Sioux City should expand its complete streets policy that complements or is consistent with, Sioux City's and surrounding communities'.

Housing

HO-1 The development and maintenance of safe, quality, and diverse residential developments is a priority for South Sioux City.

1. New housing subdivisions should offer a diverse housing stock; including multiple home styles and price-points.

2. Existing home investments utilizing public funds should be awarded based on a cost-benefit analysis to maximize the leverage of outside funding sources.

3. The city of South Sioux City should leverage regional partnerships and private/public partnerships to acquire and redevelop vacant housing.

Commercial and Industrial Development

CI-1 Commercial and industrial growth shall be developed in a manner that maximizes growth in high-wage jobs that enhances the local economy and quality of life in South Sioux City.

1. Economic development efforts should prioritize the growth of industry sections of value-added agriculture, technology, energy, and tourism while encouraging the expansion

of existing infrastructure.

2. Economic Development incentives should be prioritized to businesses and industries offering high wages that improve median household income for South Sioux City.

CI-2 Economic Development opportunities shall promote or complement efforts to revitalize the core commercial areas of South Sioux City.

Parks and Open Spaces

PO-1 Park and recreation amenities and infrastructure in South Sioux City should be capitalized to encourage population growth and tourism development to the community.

1. In lieu of park or open space, new residential developments should be assessed a fee for community parks and open space development and improvement.

Public Services

PS-1 Public services should reflect the diverse population of South Sioux City utilizing innovative services to provide a safe and sanitary community to live, work, and play.

1. Fully implement MS4 stormwater permit requirements to demonstrate the City's commitment to protecting surface water.
2. Establish minimum post-construction stormwater treatment standards for all new private development.
3. All new, remodeled, or improved City-owned facilities should demonstrate post-construction Best-Management Practices (BMPs)
4. Sustainability and energy-efficiency improvements should be built in to the City's capital improvements planning and budgeting processes.

Technology

TC-1 South Sioux City will utilize technology to enhance city services and quality of life for residents.

1. Broadband internet connections should be viewed as a public amenity of South Sioux City to offer high speed service to all residents at competitive rates or no cost.

[section 4.5]

FUTURE LAND USE

The Future Land Use component focuses on the development of South Sioux City as it expands and redevelops within the corporate limits as well as its extraterritorial jurisdiction. The existing land use conditions and analysis were covered in the previous Profile chapter of the Comprehensive Plan.

Coinciding with potential development outside the corporate limits, South Sioux City must focus on maximizing opportunities within its boundaries via infill developments. The objective to supply alternative housing options is consistent within the nationwide changes found in household and population demographics. Additional housing options will assist the city in facilitating a growing and diverse population and ease residential demand and backlog.

Comprehensive Plans generally project into a twenty year time period with Future Land Use as an important component of the document. Future Land Use resembles the desires, wishes, and collective ideas of participating citizens. The Future Land Use Map (Figure 19) resembles those intentions with a long-range view and will be used as a guide for best land use choices. Variables and unforeseen changes may change this map.

The Future Land Use Plan was developed in a way that recognizes the growth pressures in the area. The plan was established to encourage development contiguous to the city's corporate limits. It is anticipated that transportation corridor improvements will be developed to serve an external population. As these improvements occur, development demand will naturally gravitate to these corridors. As South Sioux City grows and extends its corporate limits through annexation, the Future Land Use should be evaluated and updated to take advantage of additional opportunities for development that may benefit the community.

The Future Land Use Plan assists the community in determining the type, direction, and timing of future growth. The criteria established in the Plan reflect the following:

- The current use of land within and around the community
- The desired types of growth, including location of growth
- Physical characteristics, as well as strengths and constraints of future growth
- Current population and economic trends affecting the community

The Future Land Use designations are based upon South Sioux City's current land uses within the desired intentions of the community. Future Land Use plans apply a best-use strategy that includes natural and man-made limitations. A simple example is identifying the floodplain boundaries and using this land with low impact uses, like agricultural, open space, or park designations.

There are nine general land use categories used to define different use types, characteristics, and densities. These categories have been chosen to reflect the basic use and intensity to which land in the city and its jurisdiction is proposed to be developed. While the categories define land uses, they are intended to do so in a very general way; these land use categories are the basis for the zoning districts, but they are not the same as zoning districts. Any number of zoning districts may be appropriate in a single land use category.

The Future Land Use Categories Include:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mobile Home Residential
- Commercial
- Highway Commercial
- Mixed-Use
- Industrial
- Flex

Low Density Residential

The Low Density Residential land use is intended to accommodate continued agricultural uses while allowing for residential acreages with lower intensity land uses. This designation is applied to determine that the land is best suited as productive farmland and less than ideal locations for city infrastructure and improvements. As current conditions provide, these less demanding land uses are best served by individual or community septic and water wells. Characteristics of the Low Density Residential category include:

- Location of Low Density Residential land is found surrounding the outer limits of contiguous urban land use and typically less accessible to the transportation network. These areas may be near the transportation network but have additional financial difficulties being supplied with city services
- Accessory buildings are at a larger scale than in other residential districts.
- Uses within this area include agricultural uses (with the exception of livestock feeding operations), wineries, single-family residential, parks and recreation, open space, and associated accessory uses.
- Typical zoning is:
    - AGT - Agricultural Transitional
    - R-42R - Rural Residential Subdivision

Medium Density Residential

The Medium Residential land use area is intended for urban and modern suburban scale residential development densities. This category is intended for residential growth in the community core. Most the existing housing and lot size in South Sioux City represent this density. In this land use, the city may choose to combine lots and build larger homes similar to low density residential. Typical zoning includes 'R' Zones, Divisions 1 and 2.

High Density Residential

The High Density Residential land use are is intended to accommodate denser residential development. This area would support attached multi-family units such as apartment complexes, townhomes, condominiums, and row-housing. The location of this area is intended to act as a buffer between more intensive commercial uses and lower density residential uses. This density can be found throughout the community, and is intended to be placed with high access to transportation corridors. Typical zoning includes 'R' Zones, Divisions 3 and 5.

Mobile Home Residential

The Mobile Home Residential land use area is intended to accommodate factory-built, single-family structures exceeding the density of four units per acre. The location of this area is intended to be buffered from transportation corridors and conflicting land uses. Typical zoning includes Division 4 of the 'R' Zone.

Commercial

Commercial uses may vary in their intensity of use and impact, varying from low intensity offices, to more intensive uses such as gas stations, restaurants, grocery stores, or automobile sales/repair. Parking lots are usually shared by adjacent uses. Areas designated as general commercial in the land use plan may not be appropriate for every commercial zoning district. The appropriateness of a commercial district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan. Characteristics of the Commercial category include:

- Located in the community core
- Neighborhoods should be served by small-scale commercial developments, providing uses that serve the convenience and daily needs of nearby citizens
- Commercial businesses should be designed at the pedestrian scale. Commercial areas shall be connected to residential neighborhoods by sidewalks and/or community trails
- The design and exterior surface treatments should reinforce existing development patterns. In newly developing areas design themes should strengthen the overall image of the development consistent with the character of South Sioux City
- Landscaping, berms, fences, and setbacks should be used to visually screen and buffer commercial uses from residential uses, however should also provide opportunity for connectivity with adjacent residential areas
- Typical zoning includes Divisions 1 and 2 of the 'C' Zone.

Highway Commercial

Highway Commercial uses are generally of a more intensive use than a general commercial use. Highway Commercial areas are typically designed for large lot and strip commercial uses, primarily accessed by the automobile. The design of these uses are typically less pedestrian oriented and aren't as highly regulated as general commercial areas due to the usual buffering requirements in any adjacent developments. Characteristics of the Highway Commercial category include:

- Located along major arterial roadway corridors
- Significant landscaping and buffering should be used to screen uses from view of adjacent, non-commercial land uses as well as transportation and view corridors
- The design and exterior surface treatments should reinforce existing development patterns of neighboring improved areas. In newly developing areas, design themes should strengthen the overall image of the development consistent with the character of South Sioux City
- Strict control over signage, landscaping, and design is necessary for site design to provide adequate buffer from adjacent land uses and maximize aesthetic transportation corridors
- Typical zoning includes Divisions 3 and 4 of the 'C' Zone.

Mixed-Use

The Mixed-Use land use areas encompass all retail, office, service uses, business park, educational, and medium to high density residential areas. Commercial uses may vary in their intensity of use and impact, varying from low intensity offices to medium intensive use such as convenience stores, restaurants, and other forms of retail. Characteristics of the Mixed-Use category include:

- Located throughout city and in the two-mile zoning jurisdiction along arterial and collector transportation routes
- Location where uses can serve as a transition between lower density residential areas and more intensive commercial areas, or major arterial roadways
- Neighborhoods should be served by small-scale commercial developments, providing uses that serve the convenience and daily needs of nearby residents
- Areas are developed as an overall site plan where interaction of uses are appropriate
- Large-scale commercial developments should provide a mix of use types, including residential uses above the first floor, where appropriate
- Consideration should be given to diversity of uses at intersections so competition of uses and redundancy is eliminated
- Pedestrian scale and orientation will be an important design consideration for commercial and residential projects of all sizes
- Pedestrian connectivity within and between developments shall be required through the use of public sidewalk and trail systems. Such pedestrian opportunities will compensate for the density of development
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of South Sioux City
- Landscaping, berms, fences, and setbacks should be utilized to screen and buffer commercial uses and parking lots from residential uses and transportation corridors; the scale of which should be appropriate to the relationship between the uses
- Buildings shall be oriented along corridors so that parking and loading docks are directed away from public right-of-ways
- Opportunities for outdoor recreation and open space will be an important design element and public/quasi-public uses shall be allowed
- Typical zoning includes:
    - Divisions 1 and 2 of the 'C' Zone
    - Divisions 3 and 5 of the 'R' Zone

Parks and Recreation

The Parks and Recreation land use area accommodates those undeveloped properties that are intended to benefit the public by remaining undeveloped as open space or parks. However, many of the areas identified tend to be already developed within uses specific to this category. The reason for this is that speculation with respect to future public and quasi-public uses can artificially inflate the underlying land value to the detriment of the city finances and community residents.

In addition, not all existing or proposed parks, recreation, and open space land uses are identified by way of Parks and Recreation Land Use designation since these uses are typically allowed outright or by conditional use in varying residential and commercial zoning districts. Characteristics of the Parks and Recreation category include:

- Locations that are dispersed throughout the community for easy access, or are important and appropriate to the function served
- Uses within this area include parks, passive and active recreation areas, athletic fields, trails and natural areas, as well as drainage and flood control structures such as detention or retention facilities, drainage swales, and floodplain areas.
- All zoning districts may apply

Industrial

The Industrial land use area focuses on the light to heavy industrial designation. Location is important, as proximity to major streets and highways can help ensure heavy traffic avoids residential areas and prominent pedestrian activity centers. Careful consideration shall be given before designation of any industrial uses so as not to encroach upon, or conflict with, less intensive uses, or detract from important new corridors.

The Industrial land use area is intended to accommodate smaller, less intensive to heavily intensive industrial uses. Characteristics of the Industrial designation include:

- Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, proximity to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions
- Significant landscaping and buffering should be used to screen industrial uses from view of adjacent, non-industrial land uses as well as transportation and view corridors
- The design and exterior surface treatments should reinforce existing development patterns of neighboring improved areas. In newly developing areas, design themes should strengthen the overall image of the development consistent with the character of South Sioux City.
- Strict control over signage, landscaping, and design is necessary for site design to provide adequate buffer from adjacent land uses and transportation corridors
- Uses within these areas include warehousing, distribution, manufacturing, assembly, production companies, employment centers, self-storage facilities, food processing, etc.
- Typical zoning includes:

Divisions 1 through 4 of the 'M' Zone

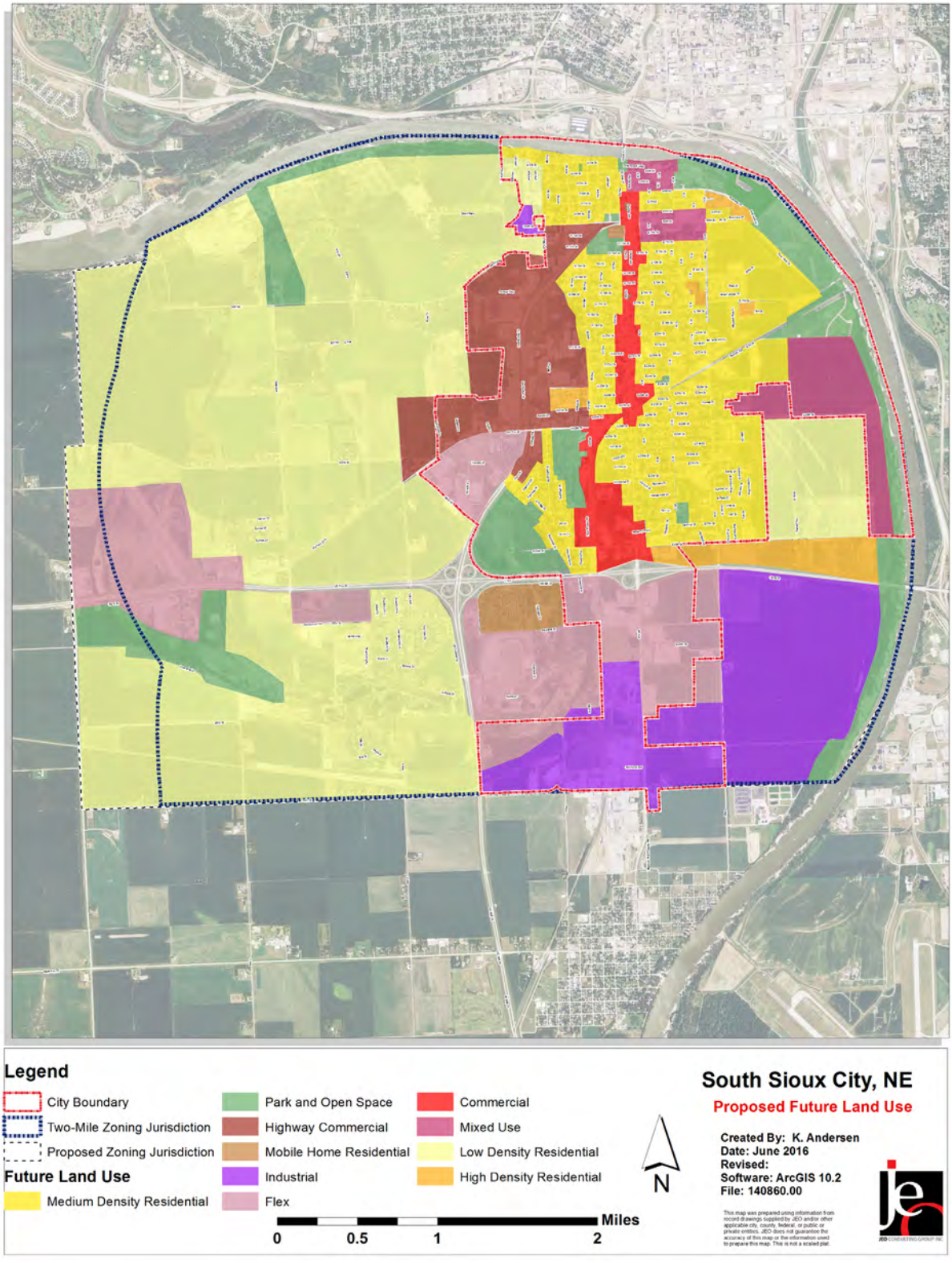
Flex

The Flex Space land use area focuses on areas for light industrial warehouse combined with limited office use designations. Flex space evolved from light industrial warehouses being converted to office space. Businesses that generally occupy these are new research and technology companies, mechanic shops, and companies that contract plumbing, pest, electrical, and construction related services. Location is important, as proximity to major roads and highways can help ensure traffic avoids residential areas and prominent pedestrian activity centers.

The Flex Space land use area is intended to accommodate less intensive industrial warehouse uses and also provide for some areas of outdoor storage of. Characteristics of the Flex Space designation include:

- Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, closeness to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions.
- Uses shall not emit noise, odor, waste, and other operational byproducts.
- Significant landscaping and buffering should be used to screen flex uses from view of nearby residential areas, other conflicting land uses and important view corridors.
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with established design guidelines.
- Strict control over signage, landscaping, and design is necessary for locations nearer to lower intensity uses and along transportation corridors.
- Uses within this area include warehousing, distribution, construction services, minor assembly, accessory offices, self-storage facilities, etc.
- Typical Zoning includes Divisions 3 and 4 of the 'C' Zone and Division 1 of the 'M' Zone.

Map 19: Future Land Use



[section 4.6]

TRANSPORTATION PLAN

Transportation Relationship to Land Uses

The Future Transportation Plan is the collective result of the intentions and predictions of where South Sioux City will develop and logical areas for city investment. The Future Land Use is the basis for developing the future transportation network in and around South Sioux City. The success and viability of development in South Sioux City is dependent on the connectivity of land uses both within the community and on a regional basis.

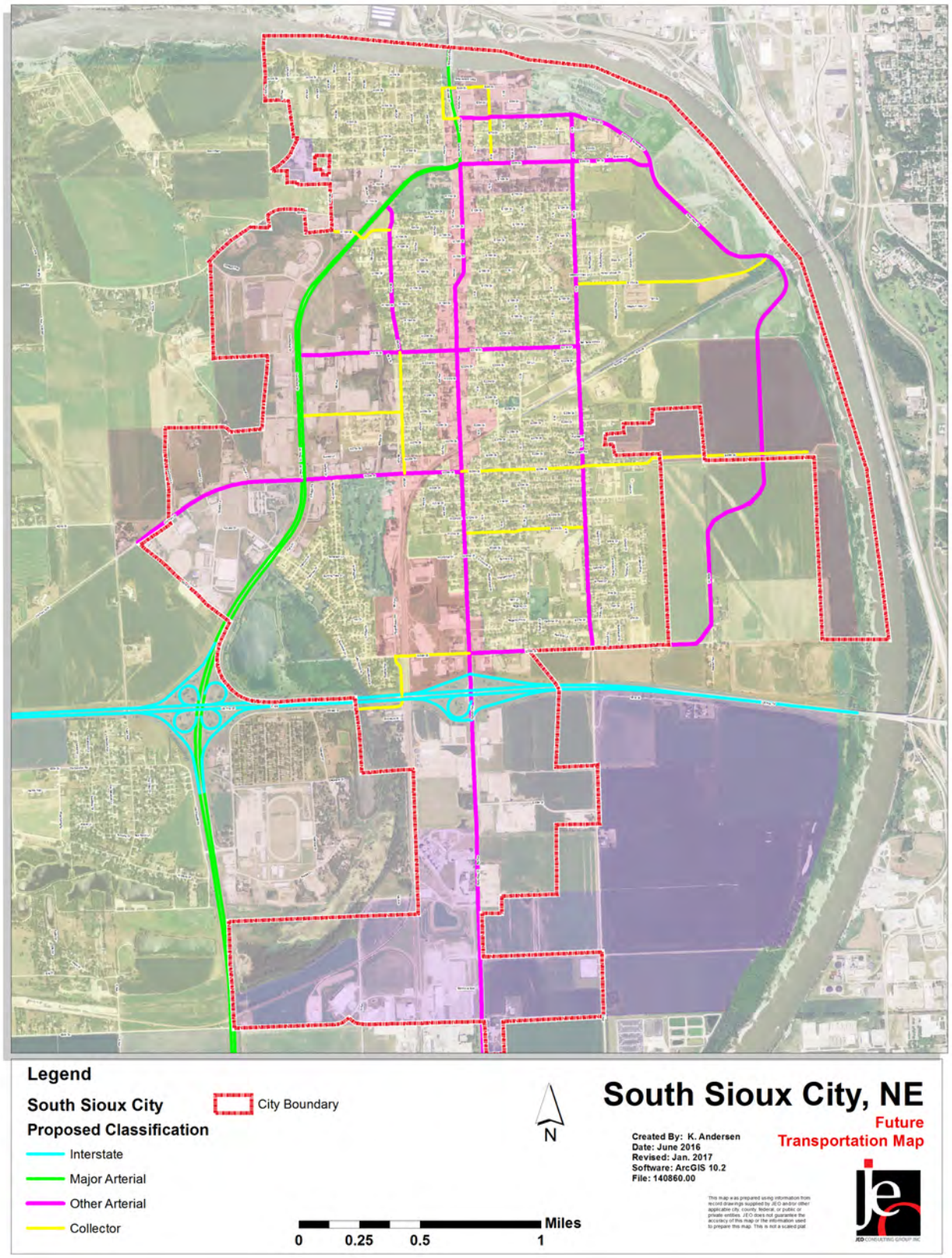
Commercial uses and activities are most sensitive to accessibility since their survival often depends upon the ease with which potential customers can identify and access their location. The availability of convenient parking is also a concern and demand of potential customers. Therefore, commercial land uses are generally located along transportation corridors, key intersections, and clustered within a business district. Clustering commercial uses is an advantage, allowing for traffic control, shared parking, and pedestrian connectivity.

Residential uses are very sensitive to traffic patterns. Commercial and industrial traffic should not travel through residential areas in order to access their destination. In residential areas speeds are slower, and roads are typically narrower to encourage safer driving habits. Pedestrian safety is a priority when planning transportation routes through residential areas.

Industrial uses are highly dependent on transportation access. While visibility is not as critical for an industrial business, such uses often need access to more specialized transportation facilities such as railroad lines, highways, and reinforced roadways built for heavy truck traffic. Surrounding land uses must not be adversely affected by the heavy-duty and intense traffic circulation of service and delivery vehicles.

Public uses, such as city offices and parks, also require efficient and clear access routes. The public should be able to locate and utilize public services and facilities without difficulty. Facilities such as schools, community centers, and regional parks may generate significant traffic loads, especially during events, and need to be located near arterial streets. Trail and pedestrian accessibility to these public uses is also very important and trails should be designed to connect such uses to residential areas of the community.

Map 20: Transportation Map



Future Street Classifications

Streets are classified based upon the function they serve. All streets fall within one of four classifications. Utilizing street classifications allows a community to examine their transportation system and identify weaknesses. Using a hierarchical classification system, street facilities and improvements can be planned to address existing and future transportation needs as well as influence land use patterns. As an alternative transportation option, trails are also identified within the Proposed Transportation Plan.

Arterials

Arterial classified streets permit traffic flow through urban areas and between major destinations. Generally planned and maintained by the Nebraska Department of Roads, Highway Arterials are regulated outside of the city's jurisdiction, which can limit access and activity within the Right-of-Way. Highway Arterials are characterized by heavy traffic volumes.

South Sioux City's Arterial Streets

- West 6th Street: from Highway 77 to Riverview Drive
- East 9th Street: from Highway 77 to Riverview Drive
- 21st Street: from Highway 77 to 'G' Street
- West 29th Street: from 142nd Street to Dakota Avenue
- 39th Street: from Dakota Avenue to 'G' Street
- 5th Avenue: from Highway 77 to East 21st Street
- Dakota Avenue: from Highway 77 through South Sioux City's jurisdiction
- 'G' Street: from East 6th Street to 39th Street
- Riverview Drive: from East 9th Street to East 17th Street
- The proposed Veteran's Drive: from Foundry Road to East 39th Street

South Sioux City's Highway Arterial Streets

- Highway 77 running north/south
- Highway 75/20 running east/west

Collector Streets

These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Collector streets also provide more direct routes through neighborhoods for use by transit, pedestrians, and cyclists. Moderate to low traffic volumes are characteristic of these streets.

South Sioux City's Collector Streets

- 4th Street: from 1st Avenue to 'B' Street
- 6th Street: from 1st Avenue to Highway 77
- West 13th Street: from Golf Road to 5th Avenue
- East 17th Street: from 'G' Street to Riverview Drive
- West 25th Street: from Highway 77 to 5th Avenue
- East 29th Street: from Dakota Avenue to the proposed Flatwater Crossing development
- East 33rd Street: from Dakota Avenue to 'G' Street
- West 39th Street: from Atokad Drive to Dakota Avenue
- Atokad Drive: from South Sioux City's Corporate Limits to West 39th Street
- 1st Avenue: from West 4th Street to West 6th Street
- 'B' Street: from East 4th Street to East 9th Street
- 5th Avenue: from West 21st Street to West 29th Street

Local Streets

Local streets are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility in terms of vehicular speeds, and generally exhibit the lowest traffic volumes.

Local Right-of-Way Considerations

As South Sioux City develops and grows, it will be important to plan for the necessary street improvements to support the development. To facilitate these street improvements, the appropriate right-of-way will need to be acquired. Right-of-way will be obtained through purchase, either outright or through condemnation. However, when land subdivision projects are proposed along routes identified for future improvement, the city can require the dedication of the right-of-way necessary to support the improvement.

The required right-of-way width will vary according to the classification of the street being developed or improved, the nature of any public utilities that will share the right-of-way with the street, and any sidewalk and trail requirements along the corridor. Additional right-of-way may be needed for boulevards where landscaping is required or encouraged. Future right-of-way on proposed road classifications should be protected through corridor protection overlays and increased setbacks should be implemented to reduce potential conflicts.

Though separated by the Missouri River and accessed by just two bridges, it is important to maintain a complementary, if not consistent, right-of-way policy as Sioux City and the surrounding communities. A similar standard will help improve traffic functionality and safety. Right-of-way standards should be maintained in adopted Subdivision Regulations.

Future Arterial Streets

Number of Lanes	Right-of-Way Required
Three lanes (2+1)	120 feet
Four lanes	120 feet
Five lanes (4+1)	120 feet
Seven lanes	140 feet

The following standards are not identified by the State of Nebraska or Dakota County, but shall be the standard for collector streets in South Sioux City:

Future Collector Streets

Number of Lanes	Right-of-Way Required
Two lanes	60 feet to 80 feet
Three lanes (2+1)	80 feet to 100 feet

Connectivity of Transportation System

Connectivity is the concept of connecting one development to another over time. The importance of connectivity is maintaining a continuous flow of traffic throughout the community. In one example of the process of suburban development, one subdivision would be designed and built, and then the land adjacent would go through a similar process. Often the two subdivisions were never connected via the street system of the independently designed developments, thus, creating a non-contiguous means of vehicular movement. The city of South Sioux City should address this issue as new areas develop adjacent to the community.

The Transportation Map provides land uses with graduated levels of roadway function and capacity. Specific design standards for the City's Transportation System would also benefit the community's effort in serving growth. The following transportation policies represent the process of controlling access points along roadways in and around South Sioux City. The overall goal of these policies is to better integrate future development with existing and planned development in South Sioux City and the surrounding area.

Policy 1: Three Through-Routes Per Section Policy

As seen in Figure 34, three through-routes per section would require subdivisions within the same section to connect local streets to create standard access points and better internal traffic flow. These route access points should fall as close as possible to the ¼, ½, and ¾ mile marks along each section. This would create a standard road network, eliminating confusion while traveling through neighborhoods, limit dead ends, and better traffic flow along adjacent arterial and collector streets. These identified through-routes are encouraged to be contiguous throughout the section and implement traffic calming measures to discourage high-speed cut-through traffic. Minimal offsets of roadway design may also be implemented.

Policy 2: Access Point Policy

This transportation policy builds upon the three through routes per section concept and the corresponding access criteria. This policy is illustrated in Figure 35. Full access points (A) are recommended every quarter-mile within a section. Full access points are entrances into subdivisions allowing full turns in all directions, both right and left. In addition to these full access points, intermediate access points (B) are allowed at eighth mile points with limited access. Limited access allows for only right-in, right-out traffic movement.

Figure 34: Through-Routes Policy

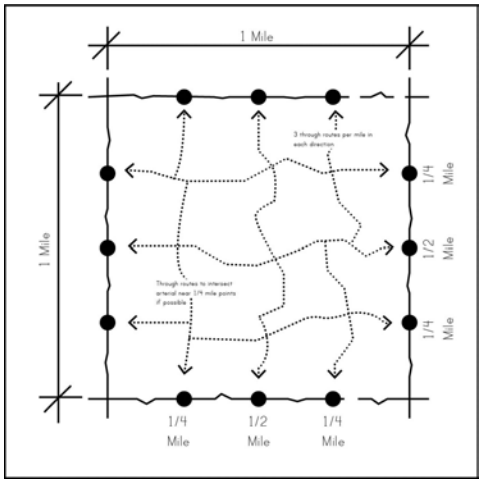
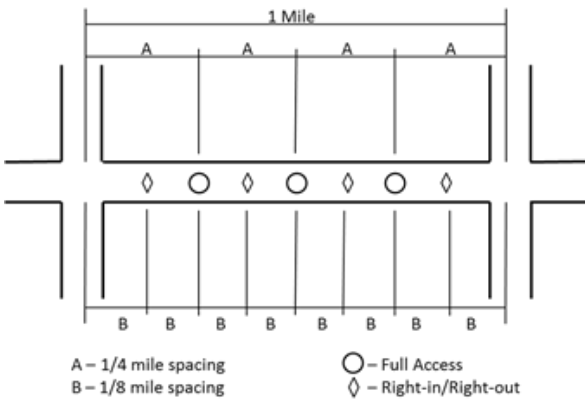


Figure 35: Access Point Policy



Development Section
A section shall generally be considered a development of a one square-mile area. This may be a combination of two or more independently developed neighborhoods.

Policy 3: Intersection Policy

Intersections along section lines should not be offset, but meet directly at recommended access points. In addition to relieving traffic congestion along roadways, turn lanes should be installed at both full access points and intermediate access points.

South Sioux City's One- and Six-year Plans (2016-2021)

At the beginning of each year, the Nebraska Department of Roads (NDOR), municipalities, and counties must submit a one-and six-year transportation plan to the Board of Public Roads Classifications and Standards. This plan identifies the transportation projects to be completed within the following six years. The one-year transportation plan is created and budgeted for specific projects and procedures to be completed within that fiscal year. The long term projects also have specific intentions and procedures addressed but are subject to priority or budgeting changes. The long range plans help coordinate municipalities, counties, and NDOR "based on priority of needs and calculated to contribute to the orderly development of an integrated statewide system of highways, roads, and streets." §39-2155

The city of South Sioux City should review the transportation plan when developing the one and six-year plan so that the two remain consistent.

Air Service

South Sioux City is serviced by two nearby airfields.

Sioux Gateway Airport

Sioux Gateway Airport (SUX) is located south of South Sioux City, in Sioux City, IA. Gateway Airport is a public entity governed by a seven-member Board of Trustees. This Board establishes rules, rates and fees, and regulations regarding the Airport's services and facilities.

The airport has two commercial runways measuring 9,000 and 6,600 feet in length. Average airport operations equate to approximately 60 flights a day.[1] Sioux Gateway offers two flights per day to Chicago and one flight per day to Dallas, both serviced by American Airlines.

Martin Field Airport

Located just west of South Sioux City on Highway 20, the privately-owned Martin Field Airport consists of one 3,300 foot runway. Approximately 20 flights per day base out of Martin Field Airport.[2]

Railroad

South Sioux City, and the Siouxland Region is benefitted by rail access through four rail carriers. Burlington Northern Sante Fe Railway Company and Union Pacific Railroad are two national carriers with infrastructure throughout the region. Chicago, Central & Pacific Railroad Company

[1] www.airnav.com/airport/KSUX
[2] www.airnav.com/airport/7K8

and D & I Railroad Company are regional and shortline classified carriers operating in the area. The Roth Industrial Park contains several industrial businesses that benefit from dual rail access.

Public Transit

Public transit services are offered through the Sioux City Transit System. South Sioux City is served by one line, Route #9 with multiple stops throughout the city. Hours of operation are:

Monday – Friday	6:00a.m. to 6:00p.m.
Saturday	7:00a.m. to 6:00p.m.

Trails

Trail development has been a strong feature in South Sioux City in the past and will continue into the future. Trail development, as a strong recreation asset for the community, can also yield tremendous economic development potential by connecting South Sioux City to regional assets. Locally, trails should continue to connect and link all parks and recreation assets and other key areas of the community.

[section 4.7]

PLACEMAKING

Placemaking refers to a collaborative process by which we can shape our public real in order to maximize shared value. More than just promoting better urban design, Placemaking facilitates creative patterns of use, paying particular attention to the physical, cultural, and social identities that define a place and support its ongoing evolution.

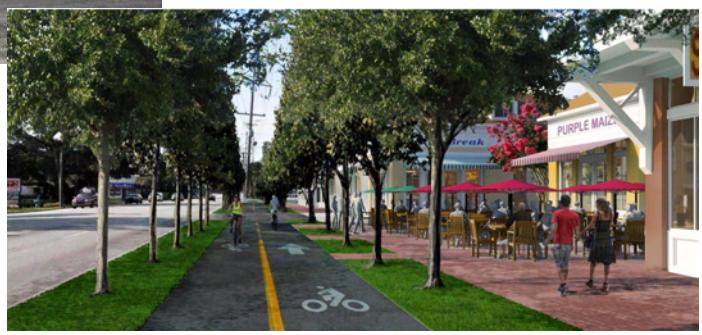
One of the largest community sentiments heard throughout the public participation process was that South Sioux City lacked a traditional downtown or community gathering space. South Sioux City's unique historical development did not lend itself to the preservation of a historic business district, traditionally centered around a square or key transportation corridor. While Dakota Avenue serves as a key commercial corridor, it is very auto-centric, and not suitable for pedestrian mobility or gathering.

Citizens and stakeholders desire a space not only to gather, but to entertain. Community input focused on a "park and play" district where patrons are free to roam, window shop, gather and socialize. Recognizing this need, City staff has informally discussed and explored its options to create attractive and functional public places. Utilizing staff talent, concepts were developed to depict these ideas and integrate Placemaking characteristics into the riverfront and community core.

Specifically regarding the riverfront, the concepts look to build upon the planned "Flatwater Crossing" development by Ho-Chunk, Inc along Riverview Drive. Flatwater Crossing represents new urbanism principles, which promote expansive public spaces in multi-use neighborhoods where residents can live, shop and recreate. The concepts explored in this section are not meant to be recommendations or development policies adopted by the city of South Sioux City. However, these concepts are intended to inspire thought and consideration to how South Sioux City develops key areas of the community.

[3]Project for Public Spaces: www.pps.org
[4]Sioux City Journal: '200-acre housing development envisioned for South Sioux City': May 1, 2015

Figure 36: South Sioux City Placemaking Concepts



Achieve

[section 4.8]

SUSTAINABILITY

Sustainability is a concept that overlays all other components of a city's comprehensive plan. As generally defined, sustainability is the wise use of available resources by the current generation of humans in a manner that allows future generations to experience a quality of life that matches or exceeds the current quality of life. Sustainability is often characterized as having three spheres of importance, often referred to as the three "Es": Environment, Economy and Equity.

The environment sphere includes land use, natural resource protection, conservation and extraction, air quality, water quality, food security and energy. The economy sphere focuses on how the local economy relates to the larger regional, national and international economy. The equity sphere focuses on the need for all citizens to have equal opportunities to access public services and facilities, to gain an education or skills training, and to participate in the labor force to provide for themselves and their families.

Rather than being separate areas of importance, large portions of the three spheres overlap when the concept of sustainability is being attained. This results from aligning the economy with environmental resources, and providing equitable access to the economy and environment for everyone involved. Sustainability encourages innovation to better utilize resources, create new products and services, and create new occupations that previously did not exist. The final outcome of sustainability involves the thoughtful use of the environment, creation of a vibrant and resilient economy, and shared equity among all citizens.

The aspects of community sustainability that are most closely relating to a city's comprehensive plan are land use, transportation, water quality, community facilities, and solid waste and recycling. Other aspects like air quality and food security are equally important but not as easily tied to community growth.

Land Use

Land is a finite resource. The amount of land available to many cities is determined by natural features, major thoroughfares, or adjacent communities. In South Sioux City, the Missouri River defines its northern and eastern edges, while Dakota City defines its southern boundary. The community's western boundary being less well defined, with the city edge blurring into a mosaic of open farm land with scattered houses. Within South Sioux City's "footprint," large areas of undeveloped, or "greenfield" property exists. Most of this undeveloped property is within the eastern portion of the city.

The city's historic core area developed at a fairly high density of single family homes, set on smaller-sized lots. This core exists in a narrow North-South band, that is less than a mile wide, and is centered on Dakota Avenue. Many of the community's commercial and retail businesses lined Dakota Avenue at one time.

South Sioux City's more recent development is typical of suburban development, with single family homes on larger lots, and auto-oriented retail and commercial development on the community's fringes. Decreasing the density of residential areas consumes more land, and increases infrastructure development and maintenance costs. Relocating retail and commercial uses to the community's edge increases resident's reliance on privately-owned automobiles, limits consumer's choices, and often lacks connections to residential areas.

Increased land use density is a key factor in creating a sustainable community. Communities that have greater density make it more feasible to walk or bicycle to community facilities, shopping areas and schools. Communities with greater population density are also better able to support public transit. Communities with greater density are more efficiently served by public utilities and municipal services because the initial investment in infrastructure is lower per unit, and travel distances are shorter for service providers.

The proposed Flatwater Development in South Sioux's southeastern quadrant is designed to create a density equal to, or in some cases exceeding, the density of the original town. This density, if achieved, will allow South Sioux City's population to increase significantly without expanding the community's footprint. The mixture of civic, retail, services and commercial land uses within Flatwater will increase its walkability and may allow residents to avoid using their automobiles as frequently.

South Sioux City is a smaller community, that is part of a smaller-sized metropolitan area set within a largely rural region. Most residents of the region desire to live in single family houses if economics allow and a supply of such homes exist. South Sioux City, the local construction industry, local real estate firms and housing non-profits need to work collectively to formulate strategies on how to provide housing of various types and for different income levels.

Strategies might include identifying potential in-fill sites within existing residential neighborhoods, renovating or replacing deteriorated houses in older areas of the city, redevelopment of under-utilized previously developed sites, conversion of former commercial or industrial structures into housing units, and developing new higher density single-family projects, such as was envisioned in the late 1980s at Arbor Acres in northeast South Sioux City. A review of aerial photographs reveals that local homebuilders and the City have worked cooperatively to infill small undeveloped areas within some neighborhoods. Continuing this process should be encouraged, to maintain density in older neighborhoods and increase density in newer neighborhoods, where available parcels exist.

While the amount of land is finite in extent, it can be reused and repurposed through redevelopment. Land that has previously been developed is typically is served by public utilities. Redeveloping these parcels leverages the earlier investment in infrastructure and increases the density of development. Changing land uses often allows new types of development to occur on sites where they previously would have been out of place. In many communities, areas of single-family houses have been replaced with higher density townhomes or multi-level condominiums. Similarly, un-used industrial or commercial sites have been redeveloped for new retail or other civic uses.

Sustainability actions related to land use that the City should undertake are:

- Adopt policies that encourage contiguous urban development.
- Support new residential development within the community's historic core or immediately adjacent to it, which maintains the current number or increases the number of residential units per acre.
- Support new commercial and retail redevelopment along Dakota Avenue which improves economic viability of the area and reinforces civic and private re-development that has already occurred along the corridor.
- Implement place making techniques to create a town center at some location along Dakota Avenue.
- Support auto-oriented retail and commercial development along the US Highway 77 Bypass, to infill undeveloped parcels and encourage adaptive reuse or redevelopment of under-

utilized existing development along the corridor. Require pedestrian/bicycle connections from developed and redeveloped properties to the city trail, that runs through the corridor.

- Direct future "greenfield" residential development to occur within the eastern third of the community, from approximately "G" Street east to the Missouri River, from Scenic Park on the north to Interstate 129 on the south.
- Support development and redevelopment projects which are planned and designed to comprehensively address residential, retail, service, civic and other needs of area residents. An example of this type of project is the proposed Flatwater development
- Develop an inventory of vacant parcels and under-used or abandoned properties that are served by existing infrastructure, that could be developed or redeveloped.
- Develop and maintain a wetland mitigation bank that could be used to offset wetland loss related to development within the community, as well as serve a profit center to support economic development efforts.

Transportation

Transportation strongly influences a city's form, as well as its ability to function as a sustainable community. Most city growth in the second half of the 20th Century was auto-oriented, focused on making vehicular movement in cities fast and efficient. This design concept was implemented at the expense of other transportation options. Planning for pedestrians, bicyclists, and public transit rarely was included in the design of streets and highways during much of that period.

Changes in society have resulted in many communities re-examining their approach to transportation and transportation planning. South Sioux City is likely one of the leading communities in the region to embrace the change from vehicle-oriented transportation planning to multi-modal transportation planning and development. This change becomes apparent in South Sioux City when examining its community trail system. The system connects residential, commercial, retail and industrial areas within South Sioux City. Rather than construct a trail system that primarily serve recreational trail uses, South Sioux created a system of off-street shared-path trails and on-street bicycle lanes to provide pedestrian access throughout the community. The system includes connections to the community's industrial district, south of Interstate 129.

South Sioux City adopted a Complete Streets ordinance in 2011. The ordinance directs the city's public works and planning departments to "design and construct all new city transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe and efficient operation for all users…". The ordinance provides guidance on how complete street concepts are to be incorporated into city transportation projects, establishes a complete streets advisory board, and defines when Complete Street concepts may be exempted from city transportation projects. South Sioux City's ordinance is concise and straightforward. It was adopted several years prior to similar ordinances in Sioux City, Sioux Falls and Omaha.

Like many communities whose core areas developed prior to World War II, South Sioux City's older neighborhoods were designed on a grid system of streets. Sidewalks were typically constructed along both sides of these streets and provided a safe pedestrian circulation system. Unlike other communities in our region, it appears that South Sioux City continued the requirement to provide public sidewalks in its residential areas and some commercial areas. Gaps in the city sidewalk system are scattered throughout the community, most commonly along sections of some major streets and along streets with commercial and industrial land uses.

Sioux City Transit System provides public transit within South Sioux City. The community is served by a single route which circulates hourly through much of the city. The bus route travels through or near most residential neighborhoods, along Dakota Avenue, along the US Highway 77 Bypass and adjacent areas of employment, and provides access to downtown Sioux City, Iowa. The transit service also provides on-demand paratransit services to riders certified to receive these services.

Sustainability actions related to transportation that the City should undertake are:

- Implement the Complete Streets concept as part of all new design and construction transportation projects as defined in the ordinance.
- Conduct a city-wide sidewalk inventory that documents where sidewalks occur. Include walk width, pavement type, and pavement condition as part of inventory to create a map or GIS layer.
- Review the community trail plan periodically to determine needed additional trail connections or new segments.
- Consider partnering with a local non-profit to create a community bike-share program for resident use. Determine if lost or stolen bicycles in the City's possession can be donated for this use, or if those bicycles can be donated to a non-profit to be rebuilt and given to individuals to provide transportation to work.
- Support continued growth of public transit and paratransit services within South Sioux City.
- Cooperate in any future planning efforts to improve public transit and paratransit services in the Siouxland metropolitan region.

Water

Water is the natural resource that most impacts the sustainability of a community. It is essential for sustaining life, for cleaning our bodies, buildings and communities, and for processing and manufacturing food and goods. Three areas of water use impact community sustainability - potable water use, sanitary sewage treatment, and stormwater management. Different challenges exist for each type of water use. Protection of water quality is the final objective in all three cases.

Potable Water

South Sioux City uses groundwater as its source for domestic and industrial potable water. Groundwater is treated to attain state and federal drinking water standards at the City's water treatment plan in Scenic Park, prior to being distributed throughout the community via a city-owned system of water mains and lines. The City has established wellhead protection zones by ordinance. These criteria establish the minimum horizontal distance that must occur between a drinking water well and potential sources of contamination. These separation distances are enforced by the City's Permits and Inspections staff.

While water is a valuable natural resource, due to its abundance along the Missouri River, the cost of domestic water to consumers usually only reflects the cost to pump, purify and transport the water to them. Providing public education on water conservation can decrease excessive water use and waste.

Sustainability actions related to potable water that the City should undertake are:

- Continue to enforce wellhead protection areas. The City should periodically review required horizontal separation distances to ensure that distances meet accepted engineering and regulatory standards.
- Monitor the water system to identify any mains, lines, structures or valves where water loss

may be occurring. City should repair or replace defective fixtures to eliminate potable water loss.
- Promote wise use of potable water to the community's residents, businesses and industries.
- Partner with the Public Library and University of Nebraska Extension Service to provide water conservation education to residents and business owners.
- Demonstrate wise use of water in its daily operations and in the facilities that the City owns or controls.
- Install WaterSense® or other accepted conservation standard compliant fixtures in all City facilities.
- Calibrate city-owned landscape irrigation systems to provide no more than one-inch of moisture per week during the growing season.
- Consider replacing all older existing irrigation controllers with new units that include moisture sensors or are tied electronically to weather service data, to modify watering programs to actual weather conditions.

Sanitary Sewage

Sanitary sewage is collected via a system of city-owned sewers, and pumped under the Missouri River to the Sioux City Regional Waste Water Treatment Plant, near Interstate 20 and US Highway 20 in Iowa. This plant treats waste water from the three-state Siouxland area, including South Sioux City, and releases treated effluent to the Missouri River.

Sustainability actions related to sanitary sewage that the City should undertake are:
- Continue to participate in the regional wastewater treatment system.
- Continue to identify innovative options to treat food-related and other industrial wastewater.
- Perform Inflow & Infiltration tests on city's sanitary sewage system to determine any illegal sources of inflow, as well as any infiltration of groundwater into sanitary lines.
- Require use of solid lids on all manholes. Require replacement of any vented manhole lids.
- Provide public education on how South Sioux's sanitary sewage system is operated, and what residents and businesses can do to decrease city maintenance issues and costs.

Stormwater

Precipitation in the form of rain or snow replenishes soil moisture and local groundwater when it lands on pervious surfaces that can absorb it. When precipitation lands on paved or impervious surfaces, it becomes runoff. As runoff passes over hard surfaces it can become contaminated with pollutants and sediment. These chemical and physical elements flow into storm drain lines, ditches, wetlands, ponds, lakes, streams and rivers. All runoff from South Sioux City eventually ends up in area lakes or the Missouri River.

South Sioux City is served by the City-owned storm drain system and is regulated by the National Pollution Discharge Elimination Act (NPDES) as a Phase II small Municipal Separate Storm Sewer System (MS4). This NPDES permit was jointly issued to South Sioux City, Dakota City, and Dakota County to create common requirements and approaches to stormwater management in the urbanized area of Dakota County. Six control measures to ensure water quality are required by the MS4 permit.

The control measures can be grouped into four categories. The first category is public education and outreach, participation and involvement. The second category involves illicit discharge detection

and elimination. The third category regulates stormwater quality on sites during and after development. The fourth category focuses on preventing pollution and providing good housekeeping relative to city operations. The City is required to provide a report to the Nebraska Department of Environmental Quality annually outlining program goals and actual accomplishments each year.

Since receiving its permit, the City has planned and conducted a series of public outreach and engagement activities. These activities will continue for the duration of the permit. To detect illicit discharges, the City purchased sewer-line inspection equipment and had the City's stormwater team trained in its use. Construction and post-construction stormwater quality is regulated by a statewide NPDES construction permit, which South Sioux City enforces within its zoning jurisdiction.

The pollution prevention and good housekeeping measures apply to all City stormwater-related maintenance activities and City-managed facilities. This measure requires the City to develop a plan for how staff will manage public works activities including street maintenance, grounds maintenance, building maintenance, vehicle maintenance, and other activities throughout the community, to minimize negative impacts on stormwater. Housekeeping activities at city facilities, for example might include adapting vehicle maintenance procedures to prevent pollution from petroleum oils and lubricants, and determining how best to store and manage the storage of materials like road salt to avoid contamination of runoff.

If fully implemented, the MS4 program provides a good baseline for achieving sustainable stormwater practices within a community. On-going public engagement provides the opportunity to educate the public on their role in preserving water quality. Empowering the public to be part of the solution has been a strategy used successfully in other communities. Providing adequate staff, training and equipment is critical to ensuring that the requirements of the City's MS4 permit can be met. Monitoring stormwater quality from sites under construction, as well as post-construction, is important and required by the MS4 permit. As the MS4 holder, actively practicing pollution prevention and demonstrating good housekeeping techniques may decrease long-term costs, and places the spotlight on how the City is advancing sustainable stormwater management.

Sustainability actions related to stormwater management that the City should undertake are:

- Fully implement MS4 permit requirements to demonstrate the City's commitment to protecting surface water.
- Adopt an ordinance that establishes a minimum post-construction stormwater treatment standard for all new private development.
- Develop a stormwater management plan for each existing City-owned facility (building, maintenance or operations yards, parks, green space) that demonstrates various post-construction Best-Management Practices (BMPs to manage runoff from impervious surfaces and improve infiltration on pervious surfaces for storms of one-inch or less (approximately 90 percent of all local storms). Have "greening" of City Hall site be first project.
- Implement stormwater management plans for each City-owned facility as funding allows.
- Require water-quality BMPs on all new, remodeled or improved City-owned facilities and green spaces.
- Provide hands-on training for homeowners on how to plan and construct rain gardens.
- Provide demonstration stormwater BMPs on city-owned parking lots, similar to the program successfully undertaken by the City of Scottsbluff.
- Consider implementing a city-wide urban forestry program that would utilize large shade trees to help manage stormwater.
- Explore opportunities with South Sioux City School District, the local public library, Papio-Missouri River Natural Resources District, and University of Nebraska Extension, to integrate water quality education in school and adult education programs, and to co-

sponsor stormwater education events.
- Explore opportunities to obtain funding from Nebraska Department of Environmental Quality, Nebraska Environmental Trust, Nebraska Forest Service, and Nebraska Statewide Arboretum via their grant programs.

Community Facilities

Many essential functions of government occur within City-owned or operated buildings. City administration, infrastructure management, vehicle maintenance, equipment repair, and storage of materials all occur within structures. Structures protect critical infrastructure machinery from the elements, damage or theft. Community centers, gymnasiums and libraries provide interior spaces for recreation and education to occur.

Nationally, building operations consume about 40 percent of all energy use. By decreasing energy use in buildings, long-term operating expenses and the environmental impact from energy production are reduced. Conducting a systematic review of energy use within all City-owned or operated buildings, and then implementing recommended improvements, is typically the "lowest hanging fruit" when cities begin moving toward becoming sustainable communities.

Sustainability actions related to community facilities that the City should undertake are:
- Design all new community buildings using sustainable standards contained in one of the sustainable evaluation systems, such as Leadership in Environment and Energy Design (LEED), Well Building Challenge, or another industry-accepted system.
- Complete an energy-use study for every City-owned building, with goal to reduce energy use and to lower long-term operational costs. The study should evaluate energy use for heating, cooling, ventilation, lighting, and equipment. The study should also evaluate integrity of the building shell, including insulation, doors, windows, and roof. Each study should include a list of recommendations to address energy issues specific to each building, an approximate cost to implement each recommendation, and the approximate payback period for each recommendation.
- Prepare a budget and priority list to systematically implement the recommendation from the City-owned or operated buildings' energy- use studies. Establish a fixed time period when all improvements will be completed.
- Encourage other local units of government and private businesses to undertake similar studies, with the goal of lowering overall community energy use.
- Seek outside funding to implement energy conservation upgrades from federal, state or private sources.

Solid Waste & Recycling

Wise use of resources is important for natural resources conservation. Wise process result in reducing environmental impacts from manufacturing, and production costs can be lowered when recycled or reclaimed materials are used in producing new products. In biologic systems, all waste is food. In a truly sustainable community, all solid and liquid wastes would be viewed as opportunities to obtain materials and energy for re-use. Our current economy doesn't function based upon this model, but long-term it appears to be moving in this direction.

South Sioux City has entered into an agreement with a private company that will process organic waste from local food production plants into biogas and other organic by-products. This innovative process will decrease landfill tipping costs, and will reduce the volume of organic materials going

to the landfill. It will also result in a decrease the concentration of organics in sanitary sewage, that is treated at the regional wastewater plant. Having this facility located within South Sioux City will allow for continued expansion of food production companies, production of renewable natural gas, and a reduction in emission of Green House Gases.

The City provides trash, recycling and yard waste collection to all residential properties that have four or fewer units. Trash and recycling collection is provided year-round on a weekly basis, with yard waste collected during the growing season. Large volumes of recycling may be dropped off at the regional recycling center, which is located in Sioux City. Household Hazardous Wastes may be dropped off at the Sioux City landfill. Solid and yard waste from the community is disposed of at a landfill near Jackson, Nebraska.

Sustainability actions related to solid waste and recycling that the City should undertake are:

- Ensure that detailed information on solid waste program regulations is readily available on Public Works Sanitation website page.
- Ensure that detailed information on community recycling program regulations is readily available on Public Works Sanitation website page.
- Require that readily recyclable materials (concrete, asphalt and metals) resulting from demolition associated with City construction projects be recycled, so long as a local market exists for recycling those materials. Encourage recycling of other demolition or waste materials generated as a result of City projects.
- Partner with other governmental units on public education regarding solid waste, recycling, and household hazardous wastes.
- Investigate establishing a county-wide household hazardous waste program, either by creating a stand-along processing center or by establishing a transfer facility associated with the Sioux City landfill.

5 Implement South Sioux City

Implement 5

[section 5.1]

INTRODUCTION

Implementation refers to the objectives, policies, and actions that have been identified to carry out the vision of this comprehensive plan update. It includes actions designed to improve the long-range planning process, strengthen links between the plan and capital improvement budgeting, establish a process reporting system to monitor the progress and schedule for updating and amending the plan in the future.

[section 5.2]

IMPLEMENTATION TOOLS

A single tool or category of tools is not sufficient to achieve the goals in a comprehensive plan. The steps toward each goal require the use of several tools and mechanisms in order to be obtained, realized, and sustained. The city of South Sioux City will need to continually develop its own set of implementation tools and strategies, recognizing that each has unique strengths and weaknesses. Implementation strategies can be separated into several distinct tool categories and programs, each with its distinct characteristics that make it suitable for specific goals and circumstances.

Support Programs

Three programs will play a vital role in the success of the comprehensive plan implementation. These programs are:

Capital Improvement Financing

A capital improvements plan provides an annual predictable investment plan that uses a one to six year horizon to schedule and fund projects integral to the plan's implementation.

Zoning Regulations

Zoning regulations update zoning districts and regulations, which may include design guidelines, to reflect the development goals of the comprehensive plan update to allow the city to provide direction for future growth.

Subdivision Regulations

Subdivision regulations establish criteria for environmental impact regulations and the division of land into building areas and public improvements. Implementing infrastructure investments is a primary function of subdivision regulations.

Public Education

In addition to the identified programs, broad public support and involvement is crucial to the successful development and implementation of any broad-based policy or program. If adequate public support is to be developed, a program including and educating residents and stakeholders is paramount. Political leadership of South Sioux City should strive to implement an active public participation process by creating an educational process on land use and development issues. The city should continue to use it website and make the comprehensive plan and development regulations available online. Ongoing education and promotion will be an important factor in sustaining interest and motivation from community members.

Some of the objectives of the comprehensive plan cannot be achieved unless the actions of public private partnerships can be leveraged. Frequently, constraints prevent organizations from collaborating effectively (i.e. financial resources, legal authority, excess regulation, etc.). Efforts should be made to identify and bridge these gaps with open communication, cooperation, and realization that issues at hand could benefit the health, safety, and general welfare of the residents and business community of South Sioux City.

Special Studies and Plans

Additional studies and plans can be helpful to further explore and define a vision of a certain area, corridor, or development site. Conducting studies and corresponding decisions as opportunities and challenges arise can ensure that investments are made in accordance with the comprehensive plan. Some examples of additional planning efforts that can further develop ideas expressed in the plan include:

- Housing Master Plan
- Facilities Management Plan
- Site Development Plans
- Blight and Substandard Determination Studies, etc.

Land Use Suitability

One over-arching goal of the comprehensive plan is to guide development and the development community by:

- Describing the relationship between land uses
- Minimizing land use conflicts between neighboring parcels and neighborhoods
- Establishing criteria or design standards new development must meet
- Create consistent characteristics within each land use district

Land Use Transition

Development projects should provide, if needed, screening, buffers, or additional setback requirements when located next to existing uses. Screening or buffers may be plant material, earthen berms, fencing, or a combination of the listed. Boundaries between land uses are done along streets, alleys, natural features (streams, railroads, etc.) and lot lines whenever possible.

Community Entrances

First impressions of the community are made at the entrance corridors. These impressions are critical to a community's overall image. Redevelopment should have higher landscaping standards when located at any of the boundaries or entrances to the city. Entryway design was a major feature identified as a priority in the Envision chapter. These improvements along with appropriate sign regulations along the highway corridors into the community will promote design that reflects the high quality of life in South Sioux City.

[section 5.3]

ANNEXATION

Typically, communities grow their size, area, and population by annexing areas that are urban in nature and adjacent and contiguous to the corporate limits of the city. A proactive approach to housing development pressures in the South Sioux City area will be contingent on a firm Annexation policy and its implementation.

The State of Nebraska has established a process for communities to extend their corporate limits into urban or suburban areas situated contiguous to an existing community, provided the criteria for such action is justified. There are two distinct processes by which annexation actions can be taken:

- Land that has been requested to be annexed by the property owner(s), or
- Any contiguous and adjacent lands, lots, tracts, streets, or highways, which are urban or suburban in character for which the city wishes to bring into corporate limits

Landowners that desire annexation of land must submit a plat by a licensed surveyor. This plat must be approved by the City Engineer and filed with the City Clerk along with a written request signed by all owner(s) of record within the proposed annexation area.

Following Planning Commission recommendation and three separate readings of the ordinance, a majority of affirmative votes by City Council in favor of an annexation is required at each reading to pass the annexation. The certified map is then filed with the County Register of Deeds, Clerk, and Assessor with a certified copy of the annexation ordinance. The City has one year to develop a plan that addresses the delivery of services of residents of the annexed area.

With regard to annexation, the city should establish subdivision improvement agreements and non-contested annexation agreements with future Sanitary Improvement Districts (SID's). This agreement gives the SID a possible financing vehicle, the city gets an agreement that states that the SID can be annexed, at the discretion of the city, and the SID will not contest the annexation action.

Potential Annexation Areas

There are no current developments, urban or suburban in nature, adjacent and contiguous to the Corporate Limits of South Sioux City. There are no clear areas for immediate annexation at this time. As areas opportunities for development outside of corporate limits arise, the City should consider annexation when and if the action creates a positive financial impact for the City.

[section 5.4]

PLAN MAINTENANCE

The Comprehensive Plan Update is the community's collective vision, yet change is inevitable. Major technologies and new community needs will arise during the planning period, which were not foreseen during the plan's development. Jobs, housing, transportation, goods and services will evolve over time. The amendment process to the Comprehensive Plan must accommodate and help manage the inevitable change in a way that best promotes, and does not compromise, the community's core values, health and well-being. The plan amendment process must be an open and fair process, utilizing sound planning, economic, social and ecological principals.

If new, significant development opportunities arise which impact several elements of the plan, and are determined to be of importance, a plan amendment may be proposed and considered separately from the annual review and other proposed plan amendments. The City Council or Planning Commission shall compile a list of proposed amendments received during a year in preparation for a report to provide pertinent information on each proposal, and recommend action on the proposed amendments. The comprehensive plan amendment process should adhere to the adoption process specified by the Nebraska State Statutes and should provide for organized participation and involvement of interested citizens and stakeholders.

Since this plan is a living, breathing document, it needs to be monitored for continued relevancy. Although the plan uses a 20-year planning time period, intervening time points should be utilized to measure progress toward long term goals, to make adjustments based on changed conditions or preferences, and to provide short and mid-term guidance for land use decisions. In doing so, the ultimate planning time period will move as well, constantly evolving to keep the plan current and relevant.

Approximately every five years, the Comprehensive Plan should undergo a major update. Five years is recommended as the appropriate time interval for major updates for several reasons. More frequent updates creates a burden on city staff and resources. Less frequent updates risks the relevancy of the plan. Finally, federal census data is available every decade, making a five-year review period the midpoint between census updates. The common elements of a five-year update include reviewing and extending growth projections, reviewing community goals, and analyzing amendments.

Annual Review of the Plan

A relevant, up to date plan is critical to its on-going planning success. To maintain the confidence and buy-in of both the public and private sectors, and to incorporate updates, the plan must stay current. An annual review should occur where the Comprehensive Plan Citizen Advisory Committee, Planning Commission, City Council, residents, and city staff are able to review the plan and recommend necessary changes.

After adoption of the comprehensive plan, opportunities should be provided to identify any changes in conditions that would impact elements or policies of the plan. The annual review process needs to involve regularly monitoring trends and changes in the local, regional, state, and federal landscape. Such trends and changes may include changes in development activity and use, trends in development regulation amendments, and changes in planning and zoning law. At the beginning of each year at the annual review, a report should be prepared by the Comprehensive Plan Citizen Advisory Committee and/or the Planning Commission that provides information and recommendations on whether the plan is current in respect to population and economic changes, and if the recommended policies are still valid for the city and its long-term growth.

The Planning Commission should hold a public hearing on this report to:

- Provide citizens or developers with an opportunity to comment and/or present possible changes to the plan
- Identify any changes in the status of projects or action items called for in the plan, and
- Bring forth any issues, or identify any changes in conditions which may impact the validity of the plan

If the Commission finds major policy issues or major changes in basic assumptions or conditions have arisen which could necessitate revisions to the plan, they should recommend changes or further study of those changes.

Conditions of Plan Amendment

Comprehensive Plan amendment procedures are necessary to determine what constitutes conformity or non-conformity with the plan. It is impossible to set hard and fast rules for such decisions but consistent criteria should be used when making this determination. The following criteria are recommended:

- A request for increases in residential density or buildable area in excess of the guidelines established in the plan, may require a plan amendment.

- Land use request involving minor differences from those shown in the plan should be considered in conformity with the plan unless precedent would be best for more extensive and non-conforming changes in adjacent areas.

- Requests for variations or changes in the alignment of designated roadways should be considered in conformity if the continuity of the roadway is maintained, the alignment does not result in traffic safety issues or reductions in needed capacity, does not constrain the proper development of contiguous properties, and does not conflict with or preempt other planned uses or facilities.

- Requests to deviate from plan-specific requirements such as open space and traffic reduction measures generally should not be permitted in order to ensure equitable treatment of all property owners and to avoid arbitrary decisions which would undermine the legal foundation of the plan. If changes are to be made, they should be done through a plan amendment process.

- The final criteria must always be whether the request, whatever its nature, will set a precedent for cumulative changes which are not consistent with the plan. Therefore, in those instances where the implications of the request are not easily observed or detected a request for a plan amendment should be required.

Evaluating Land Developments

The interpretation of the plan should be comprised of a continuous and related series of analyses, with references to the goals and objectives/policies, the overall land use plan, and specific land use policies. Moreover, when considering specific proposed developments, interpretation of the plan should include a thorough review of all sections of the plan.

If a development proposal is not consistently supported by the Comprehensive Plan, serious consideration should be given to making modifications to the proposal, or the following criteria should be used to determine if a comprehensive plan amendment would be justified:

- The character of the adjacent parcels or neighborhoods
- The zoning and uses on nearby properties
- The suitability of the property for the uses allowed under the current zoning designation
- The type and extent of positive or negative impact that may affect adjacent properties, or the city at large, if the request is approved
- The impact of the proposal on public utilities and facilities
- The length of time that the subject and adjacent properties have been utilized for their current uses
- The benefits of the proposal to the public health, safety, and welfare compared to the hardship imposed on the applicant if the request is not allowed.
- Comparison between the existing land use plan and the proposed change regarding the relative conformance to the goals and objectives/policies
- Consideration of professional staff recommendations

[section 5.5]

RECOMMENDATIONS

As part of the implementation process for South Sioux City, various recommendations or actions are suggested. These recommendations are based upon public input, staff input, observations, and experience and are further detailed in the South Sioux City Enterprise Zone Development Plan, attached as an addendum to this Comprehensive Plan. Such recommended actions are classified as immediate, short-term, long term, and continuing. These actions are only recommendations and may change annually.

Immediate Recommendations

Improve the community perception by implementing streetscaping improvements at the Veteran's Memorial Bridge entrance

Develop an inventory of vacant parcels and under-utilized or abandoned properties that are served by existing infrastructure, that could be developed or redeveloped.

Develop and maintain a wetland mitigation bank that could be used to offset wetland loss related to development within the community, as well as serve a profit center to support economic development efforts.

Design all new community buildings using sustainable standards contained in one of the sustainable evaluation systems, such as Leadership in Environment and Energy Design (LEED), Well Building Challenge, or another industry-accepted standard.

Short-Term Recommendations

Provide self-sustaining, smaller homes that are affordable and help to provide additional housing on lots that might not otherwise support new housing

Further develop the Roth industrial park grounds

Re-purpose the vacant Wal-Mart building

Construct a multi-purpose community recreation center

Implement Placemaking techniques to create a town center along Dakota Avenue or the riverfront.

Conduct a city-wide sidewalk inventory that documents where sidewalks occur. Include walk width, pavement type, and pavement condition a part of inventory review to include in GIS data.

Develop a stormwater management plan for each existing City-owned facility that demonstrates various post-construction Best Management Practices (BMPs).

Long-Term Recommendations

Move from 100% dependence upon fossil fuels for energy needs to 20%

Expand the quiet zone to include West 39th Street and 2400 block of 'G' Street to enhance development opportunities in these areas

Ease the pressures of truck traffic on the Dakota Avenue corridor through the community

Support recreation activities by increasing the supply of athletic fields in South Sioux City

Develop more trails in the community

Install WaterSense™ or other accepted conservation standard compliant fixtures in all City facilities.

Complete an energy-use study for every City-owned building, with goals to reduce energy use and lower long-term operational costs.

Continuing Recommendations

Increase the number of multi-family units available to residents in the community with a target of 5 new units per year

Preserve and improve the condition of rental housing units in the community

Preserve and improve the condition of owner-occupied housing units in the community

Provide at least three different types of affordable housing options for low-to-moderate income families, including seniors

Make public buildings more sustainable and cheaper to maintain by increasing energy efficiency

Increase the diversity of retail businesses in South Sioux City

Improve the appearance and long-term viability of the Dakota Avenue corridor through the community core

Review the community trails plan periodically to determine needed additional trail connections or new segments.