

# Red Rock Corridor Plan



## **Creating a Gateway to a New Beginning**

The Department of Planning & Zoning within Minnehaha County has been collaborating with the City of Sioux Falls in an effort to enhance the Red Rock Corridor and create a visually appealing gateway into the State of South Dakota.

This document was prepared by the Staff of the Department of Planning & Zoning for Minnehaha County to provide insight and regulations for future development of the Red Rock Corridor.

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**The Minnehaha County and City of Sioux Falls Planning Commissions conducted a public hearing on this plan on October 24, 2011 and voted to present the plan to the Board of County Commissioners and City Council with a recommendation for adoption. Following a public hearing, the plan was adopted by ordinance of the Board of County Commissioners and City Council on November 21, 2011.**

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION ADOPTING A CORRIDOR PLAN FOR MINNEHAHA COUNTY

Whereas, the Minnehaha County Planning Commission has developed the Red Rock Corridor Plan, has held the required Public Hearing, and has made a recommendation for adoption of the Red Rock Corridor Plan to the County Commission; and

Whereas, the Minnehaha County Commission received the recommendation of the Planning Commission and has held the required Public Hearing; and

Whereas, the adoption of the Red Rock Corridor Plan would guide and enhance the physical development of Minnehaha County.

Now therefore, be it resolved by the Minnehaha County Commission, that the Red Rock Corridor Plan for Minnehaha County be hereby adopted and effective upon 20 days after publication of the notice of fact of adoption.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_ 2011.

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SIGNED:  
Commission Chairman, Minnehaha County

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ATTEST: Bob Litz  
Auditor, Minnehaha County

Publication Date: \_\_\_\_\_

Effective Date: \_\_\_\_\_



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# Introduction



# Introduction

## Corridor History

President Lincoln's signing of the Homestead Act in 1862 spurred settlement in the Red Rock Corridor. The first settlers arrived in 1867 and the first house, a dug out, was built in the fall of 1868 along the Sioux River, just north of where Iverson's Crossing subdivision is located today. The majority of the settlers came from Europe – predominately the Scandinavian countries and Germany. In 1877 the Illinois Central Railroad reached Sioux Falls,

extending its line from Cherokee, Iowa.



The railroad line and presence of Sioux quartzite led to the founding of two towns in the Red Rock Corridor. Rowena was founded and platted in 1888. Along with the railroad station, a post office and two warehouses were erected, as well as residential structures. East Sioux Falls also had a railroad station and was located adjacent to a thriving quarrying operation. At an election held on August 19, 1890, 142 votes were cast to incorporate the development into the city of East Sioux Falls. The city prospered with quartzite stone being in demand for building and road construction in the western part of the United States. However, a depression in 1893 and the increasing use of concrete after the turn of the century led to the closure of the quarry. Residents left East Sioux Falls and the city gave up its charter in 1913.

Large operation quarrying resumed in the corridor in 1984 with the opening of the Highman pit. Located west of Rowena and south of Highway 42, this operation was acquired by Myrl &



## Organization of the Red Rock Corridor Plan

The Red Rock Corridor Plan includes the following:

»» **Existing Land Use** summarizes the existing land use patterns in the Red Rock Corridor. It provides a breakdown of acreage by land uses.

»» **Zoning Categories** provides general descriptions of the categories that are being used in the Red Rock Corridor Plan.

»» **Focus Areas** provide a more detailed discussion of the characteristics and plans for specific areas of the community. The focus areas were identified as areas that are most likely to be subject to change in land uses as time progresses.

»» **Future Land Use Map** shows the land uses assigned to each parcel of land. It is the basis for establishing subsequent zoning district boundaries and regulatory tools.

»» **Future Land Use Plan** discusses the characteristics of each land use type and includes corresponding Policies and Action Steps.

»» **Development Standards** identifies further development regulations for the each land use category.

Roy's Paving, Inc. and the operation was expanded.

Agriculture has always been a mainstay along the corridor. Initially wheat and barley were the dominate crops changing to corn and soybeans as market demand for these products grew. Rowena was a service center for area farmers and a worship center, first through circuit rider ministers and later in the Methodist Church dedicated in 1903. A Methodist Episcopal church was also organized at Ben Clare, a small community built around the railroad station in Section 33 of Valley Springs Township.



Workmen at " Motion " in Perry Quarry

The State Highway was operational in 1926 and followed the path of the railroad. Originally named Highway 38, it ran southeast from Sioux Falls and entered Iowa about a mile west of the Ben Clare site. This configuration remained in place until around 1995, when the east end of SD-38 was truncated at Interstate 29. The old alignment between Sioux Falls and the Iowa line was renamed as an extension of Highway 42.

South Dakota State Highway 42 has remained a significant east/west corridor in the Sioux Falls Metropolitan Area. As Sioux Falls continues to expand eastward, and residential growth occurs in the surrounding communities, this highway will need to accommodate increased traffic volume. The Sioux Falls Metropolitan Planning Organization has developed a Long-Range Transportation Plan, that looks to improve South Dakota State Highway 42, from Six Mile Road to South Dakota Highway 11, by widening the road to 4-lanes.



Changes to land use along the corridor have been largely influenced by the economic and population trends occurring in the City of Sioux Falls. The Minnehaha County Planning Department has recognized that the corridor along Highway 42 will not only be receiving pressure to change land uses from Sioux Falls, but development to the east across the South Dakota/Iowa border will create pressure for land use changes as well.

Understanding the influence the surrounding areas have on this corridor, the Minnehaha County Planning Department established the Red Rock Corridor Plan as a blueprint for future development along the corridor, and that will remain consistent with the guidelines of the Minnehaha County Comprehensive Plan.

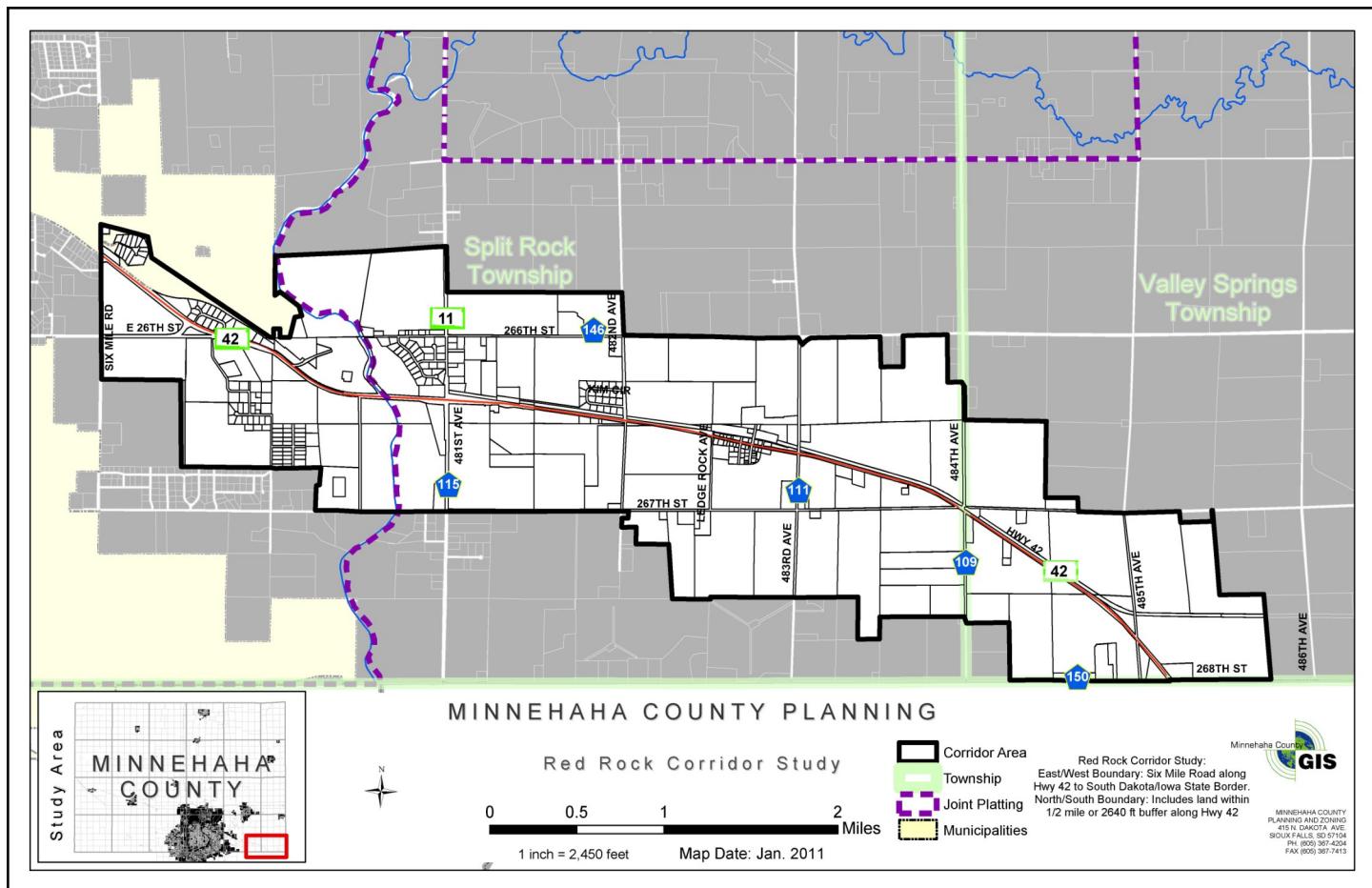
## **Plan Purpose**

This plan summarizes the guidelines for the Red Rock Corridor. The Red Rock Corridor Plan offers an opportunity for this area to preserve its natural rural character while enhancing Minnehaha County's overall value and appearance through well planned development. The study contains an analysis of existing conditions and particularly, existing land use along the Red Rock Corridor.

The plan calls attention to the extent and location of future land uses within the corridor while also establishing development standards along the corridor to ensure that new development is compatible with the existing and future land uses of the corridor.

## Study Area Boundaries

The Red Rock Corridor consists of land along a 6.8 mile stretch of South Dakota State Highway 42, and encompasses 4,862 acres of land in both Split Rock and Valley Springs Townships. All parcels located within one-half mile of State Highway 42 contained between 6 Mile Road and the South Dakota/Iowa border are included in the study area, as shown in Map 1.



Map 1. Red Rock Corridor Boundaries

## Planning Process

The planning process throughout the development of the Red Rock Corridor Plan was widely driven by community involvement. A plan that is developed through a robust community involvement process will receive more community support when decisions are consistent with the plan's policies and are less likely to endure public controversy. It would be unrealistic to believe that decisions consistent with the plan will receive complete agreement. The following is a brief overview of the planning process:

» **Examine existing local plans and case studies of corridor plans.**

The Planning Staff reviewed a number of existing local plans and case studies to further their insight on how to establish a high-quality corridor plan.

» **Collect existing land uses.** This task involved observing the parcels of land that are within the corridor and determining what the current use of the land was.

» **Organize the Effort.** One of the most important tasks was to acquire participants to partake in the planning process. A 14-member task force was established that met monthly during the planning process to discuss and review the undertakings of the plan. The task force was made up of city, county and township representatives, as well as residents, landowners and businesspersons from within the corridor. Community meetings were established to receive the community's vision for the corridor. A project website provided another way to gather additional insight from the public and provided them with status updates of the project.



Community Workshop - January 20th, 2011

» **Explore and Define the Vision.** This task involved a collection of attitudes and opinions from community meetings, task force meetings, and web-based public input. This vision guided decisions when creating the future land use map and development standards for the corridor.



Open House - May 9th, 2011

» **Creating Alternatives for the Future.** This task included the preparation of future growth scenarios stemming from community input and the examination of the land and forces influencing future development. The task force and staff drafted numerous future land use scenarios which were narrowed down to three alternative future land use maps, as are shown in Appendix A.

» **Decision of Preferred Alternative.** The three alternative future land use maps were presented at a public open house to gather input on which alternative best represents what the community envisions. From all of the information collected to this point staff drafted a final land use map.

» **Prepare Final Plan.** The final task included assembling a complete draft of the plan for review. Reviews were conducted by the Task Force, Planning Commission, and County Commission.

# Existing Land Use



# Existing Land Use

The Red Rock Corridor consist of 4,862 acres of land, with 83% being used for agricultural purposes. Map 2 illustrates the overall land use patterns that currently exist today; a breakdown of which is shown in Table 1.

## Agricultural Uses

The agricultural activities certainly represent the single largest land use in the Red Rock Corridor as it is with the rest of Minnehaha County. There are a variety of agricultural uses that occur in the Red Rock Corridor, with crop farming being the dominate agricultural use. The corridor also contains a large dairy and small cattle operations.

Existing Land Use	Parcels	Acres	Percent
Agricultural	99	4,055	83%
Residential	225	344	7%
Commercial	21	46	1%
Industrial	0	0	0%
Recreational/ Conservation	23	179	4%
Natural Resource/ Mining	4	238	5%
<b>Total</b>	<b>372</b>	<b>4,862</b>	<b>100%</b>

Table 1. Existing Land Use Percentages



## Residential Uses

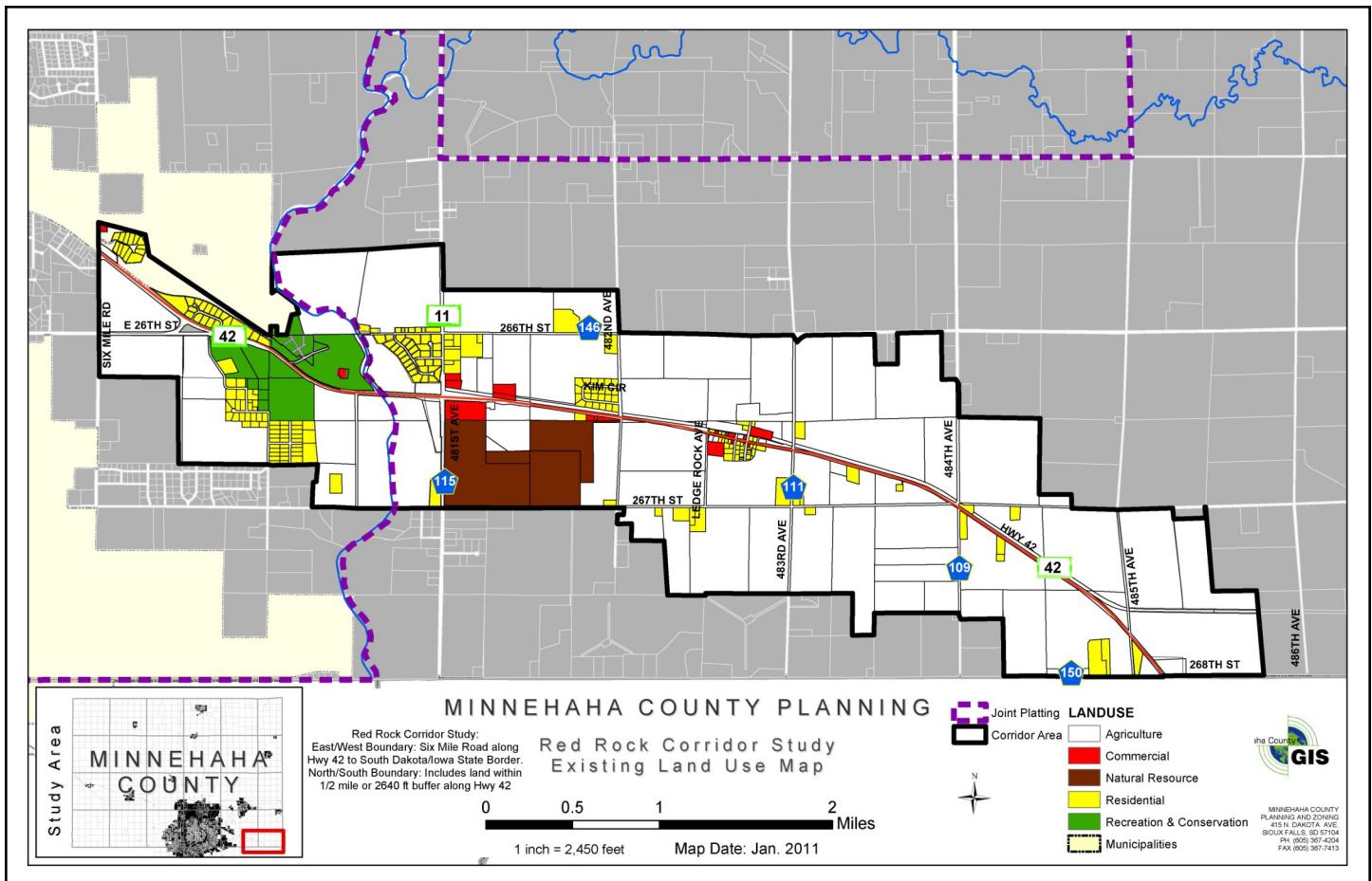
Single-family residential uses make up the second largest land use category in the Red Rock Corridor. The development of single-family residential uses in the corridor are allocated by density zoning regulations which Minnehaha County has adopted, and had in effect since 1988. Density Zoning allows for 1 building eligibility (single-family dwelling) per quarter-quarter (40 acres) on a property zoned for agricultural use. The Red Rock Corridor has a total of 80 building eligibilities remaining.

There are six residential subdivisions in the corridor. Half of the subdivisions were established before zoning was implemented in the county. The remaining subdivisions were developed under the county's adopted regulations.

### Commercial and Industrial Uses

With the majority of the corridor being rural in nature, large commercial developments are hard to come by. The lack of services, such as water, sanitary and storm sewer make it difficult for large commercial uses to be developed in the county. The majority of commercial/industrial uses are located between State Highway 11 and Rowena. Businesses in Rowena have traditionally focused on the traveling public. Other areas along the corridor have commercial uses which target specific customers or consist of manufacturing operations.

**Map 2. Existing Land Uses**



### Mining Uses

Extraction of natural resources, mainly Sioux quartzite, has been a common practice along the corridor due to the vast number of acres that have aggregate surfacing thru the top soil within the corridor.

The current and future mining operations will likely exceed the life of this plan, but it is necessary to understand the benefits that these operations can provide this community and the surrounding areas.

### **Recreational uses**

The Red Rock Corridor does offer recreational opportunities to its community members. Recreational opportunities are available at these locations:

- ⇒ Arrowhead Park
- ⇒ Perry Nature Area
- ⇒ Mary Jo Wegner Arboretum

Though these areas located within the county's jurisdiction, the City of Sioux Falls maintains and operates these facilities. The Red Rock Corridor is also adjacent to an 18-hole golf coarse.

## Zoning Categories

The Minnehaha County Comprehensive Plan contains a variety of categories to address the full range of land use types found within Minnehaha County today as well as those likely to occur in the future. The zoning categories include:

**Agricultural (A-1)** is the dominant zoning category. It includes lands beyond areas of planned urban development and is used for preserving land for agricultural and natural resource activities.



**Rural Residential (RR)** includes lands that can adequately handle sewage disposal, where the value of the land for agricultural use is marginal, and where the water supply, roads and emergency services are easily and economically available for residential usage.



**Residential (R-1)** includes housing with densities that generally do not exceed 5 dwelling units per acre. It is intended that this district permits single family dwellings, supportive community facilities, and neighborhood utilities.



**Commercial (C)** provides for a wide variety of commercial uses generally located at major intersections and along major roadways.



**Light Industrial (I-1)** is intended to provide high amenity industrial development along the major roads and adjacent to residential areas, while allowing for slightly heavier development in the interior of the industrial area. Business's manufacturing goods or materials would be examples of light industrial land use.



**General Industrial (I-2)** aims to provide for heavy industrial uses that are not compatible near residential, office, institutional, or planned or neighborhood commercial establishments. These uses would be considered a nuisance if located close to other less intense uses.



**Recreation/Conservation (RC)** is intended to protect natural drainage courses in their capacity to carry run-off water, to limit permanent structures and uses of land in areas subject to flooding, to prevent the pollution of underground water supplies (aquifers), to provide open space and natural areas for recreation, and add to the aesthetic quality of the area.



**Planned Development (PD)** focuses on providing flexibility from conventional zoning regulations to allow planned and coordinated mix of land uses which are compatible and harmonious.



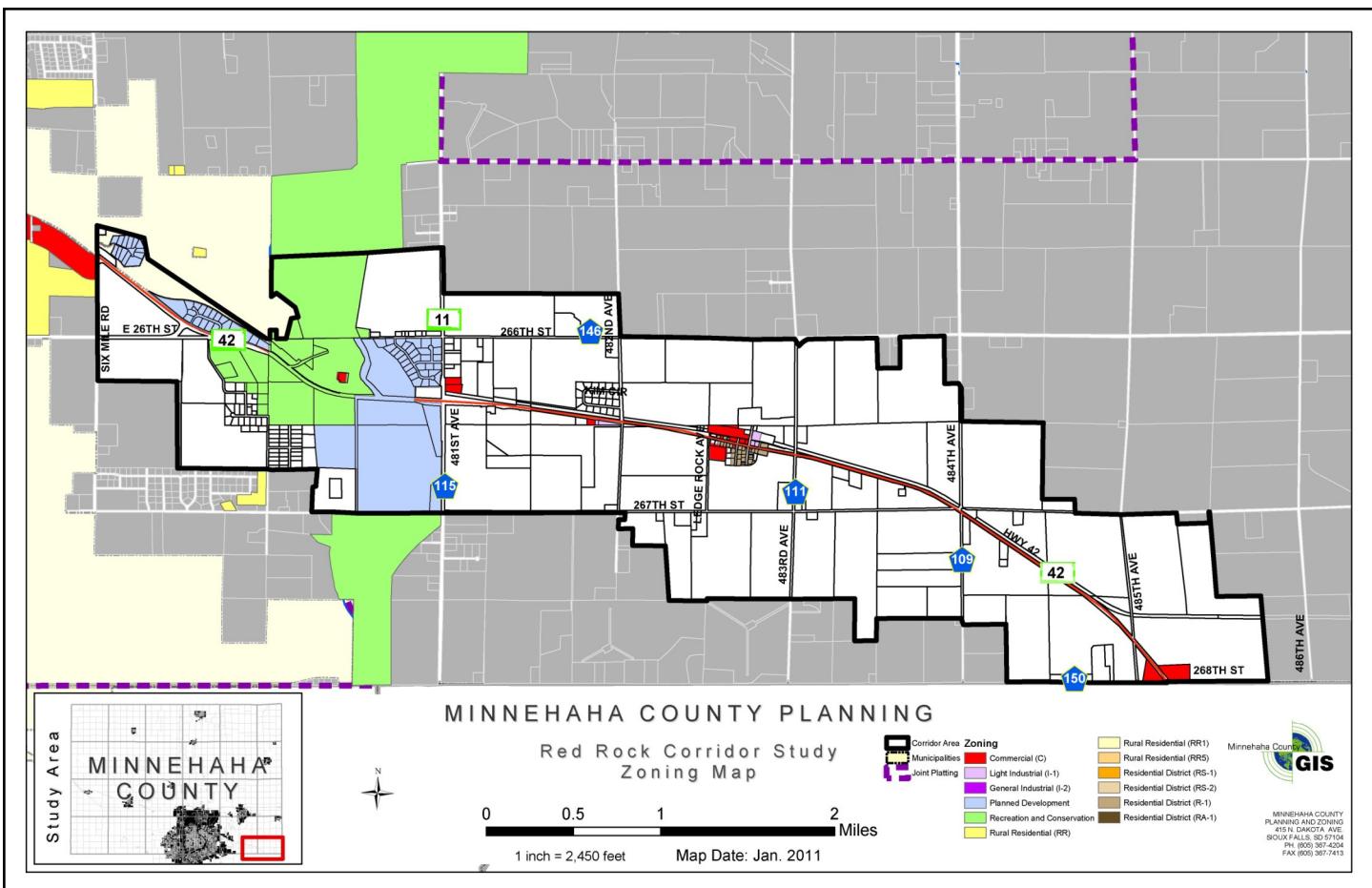
**Water Source Protection Overlay District (WS)** was created to preserve the quality and quantity of the area's water resources so as to ensure a safe and adequate supply of drinking water for present and future generations.



## Zoning

Current zoning in the Red Rock Corridor is predominately agricultural, comprising of 84 percent of the total rural land base. Density Zoning has been adopted for all A-1 Agricultural and RC Recreation and Conservation Districts. Density Zoning allows one single-family residence per quarter-quarter section or per lot of record. A quarter-quarter section is equal to 40 acres. This approach offers more assurance that farming will continue as the dominate land use in agriculturally zoned areas, and that there are fewer conflicts between residences and farming activities due to lower density.

Map 3. Current Zoning Map



The current zoning ordinance addresses new development on a site-by-site basis, and does not have any established development standards for commercial or industrial developments. The majority of commercial or industrial uses are approved through the conditional use process. At that time the design and aesthetic issues are addressed.

The Recreation/Conservation District is the second largest zoning district in the corridor, and is encompassed largely by the floodplain of the Big Sioux River. Development within the floodplain is limited and must meet the requirements of the 2009 Floodplain Management Ordinance for Minnehaha County prior to proceeding with development.

The corridor also has three Planned Development Districts, which include:

**Table 2. Zoning Percentages**

<b>Current Zoning</b>	<b>Parcels</b>	<b>Acres</b>	<b>Percent</b>
<b>Agricultural</b>	215	4,081	84%
<b>Residential</b>	35	29	<1%
<b>Commercial</b>	21	33	<1%
<b>Industrial</b>	5	7	<1%
<b>Planned Development</b>	70	365	7%
<b>Recreational/ Conservation</b>	26	347	7%
<b>Total</b>	372	4,862	100%

- ⇒ Perry Planned Development
- ⇒ Willow Run Planned Development
- ⇒ Willow Ridge Planned Development

Each of these planned developments allows for one Planned Development District to have a number of subareas (zoning districts) that regulate different uses within the same cluster of development.



# Future Land Use



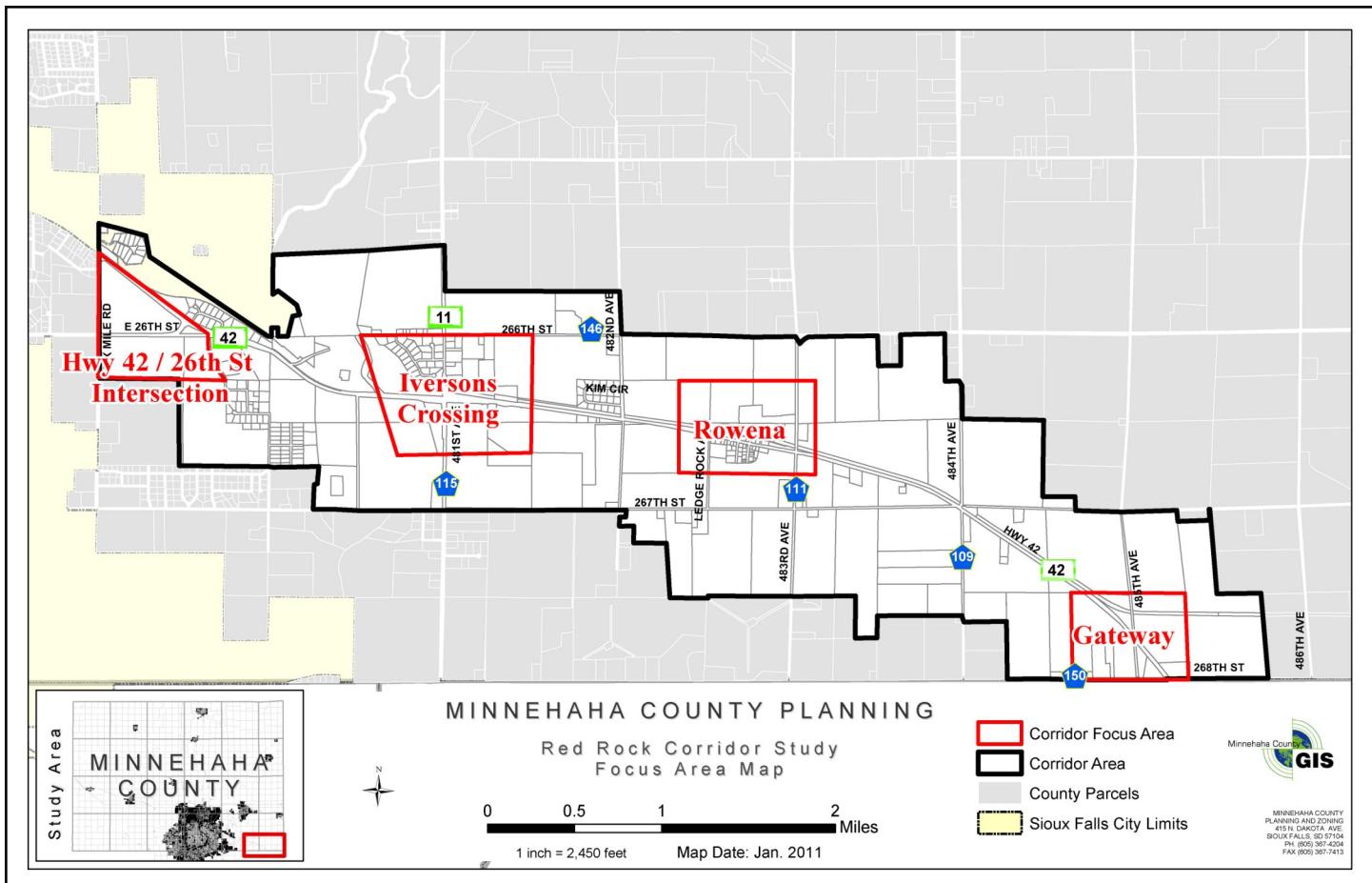
# Future Land Use Plan

The future land use plan identifies a pattern that is expected to evolve throughout the Red Rock Corridor. The future pattern is a product of both past and present influences in and around the corridor. These influences are a strong indicator of the future allocation of land uses. This plan will be used to guide and assist the decisions of future development along the corridor.

## Focus Areas

The Red Rock Corridor Plan covers a large area of 4,862 acres of land. To better understand the unique characteristics of some of the areas addressed in the Red Rock Corridor Plan, four focus areas were identified by the Red Rock Corridor Task Force. These are areas that are most likely to be subject to change in their land uses as time moves forward. These areas are being called out to allow a more detailed presentation and discussion of future plans and policies. The four focus areas were set up by the Red Rock Corridor Task Force. These four focus areas are: the Intersection of Highway 42 and

Map 4. Focus Area Map



26th Street, the Iverson's Crossing Intersection, Rowena, and the Gateway.

### **Highway 42/26<sup>th</sup> Street Intersection**

The South Dakota State Highway 42 and 26<sup>th</sup> Street area is located in the western most area of the Red Rock Corridor. All of the current uses contained within the focus area is agricultural in nature. This area however is within the joint jurisdiction with the City of Sioux Falls and is bordered by the current city limits.

Expansion of the City of Sioux Falls will encompass this area in the future. According to the Sioux Falls Comprehensive Development Plan, "Shape Sioux Falls 2035", this area is subject to annexation when development occurs because of the capability of connecting to city services. Also, the Sioux Falls Metropolitan Planning Organization has developed a Long-Range Transportation Plan, that looks to improve South Dakota State Highway 42 in this area to four-lanes.

### **Iverson's Crossing**

The Iverson's Crossing focus area has the most land use diversity within the Corridor. This area is largely comprised of the Perry Planned Development, which incorporates agricultural, recreational, residential, and commercial uses all in one planned development. The Iverson Crossing subdivision consists of 31 lots that are made up of high-end single family dwellings.

This area consist of the intersection of two major highways (Highway 42 and Highway 11), which the Minnehaha County Comprehensive Plan establishes as the desired location for commercial or industrial developments. However, with a residential subdivision in this area, remedies to buffer any commercial or industrial developments must be established.

### **Rowena**

Since Rowena was founded in 1888 it has continued to be a satellite community to the City of Sioux Falls, and acts as a rural service area for highway travelers. This area has been the site for many commercial uses such as: a gas station, storage units, repair and antique shops, and a farmer's cooperative. This area has largely been comprised of small businesses which will continue to occur as growth transpires along the corridor.

### **The Gateway**

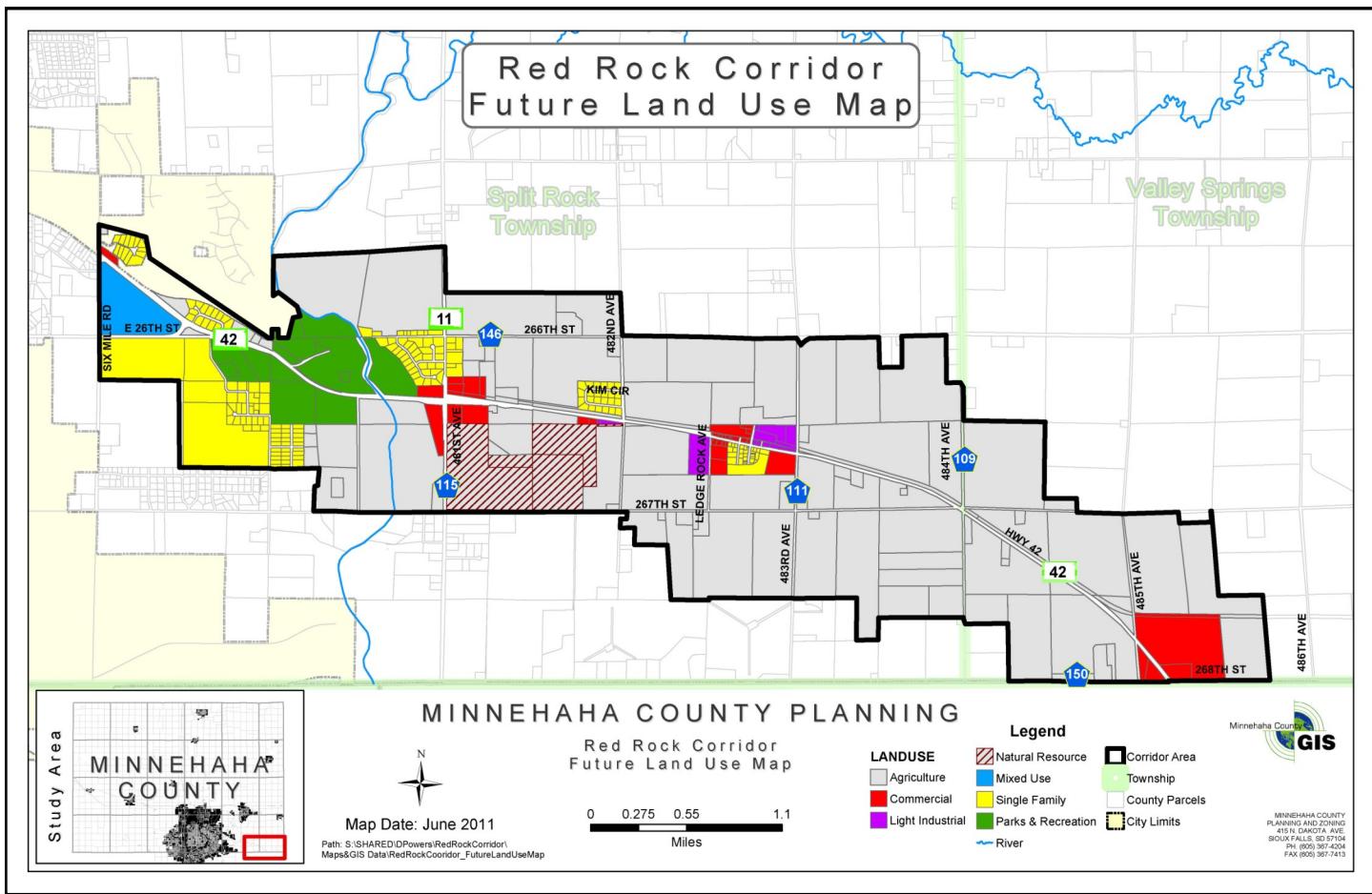
The Gateway area is located in the eastern most area of the Red Rock Corridor and abuts the border of South Dakota and the State of Iowa. This area has been established as a commercial node within the corridor due to the commercial development south of the border; the resulting increased traffic flow to this area will create a market for future commercial properties within The Gateway.

While considering future development in this area it must be recognized that this is a “gateway” into Minnehaha County, therefore should be established as one whether or not this area expands as a commercial node.

### **Future Land Use Map**

The Land Use Map provides the framework for the future use of the land in the Red Rock Corridor. It seeks to reinforce desirable land use patterns, identify places where change is needed and it guides the location and form of future growth.

The Red Rock Corridor Task Force worked hard to develop a future land use map that would be consistent with the Minnehaha County Comprehensive Plan and represent the interests of the community members within the county. As shown in Appendix A, the Task Force established three alternative growth scenarios for the corridor and community members had the ability to express their views on each of the growth scenarios at the Red Rock Corridor Open House. The Task Force used the information summarized in Appendix A to draft the Red Rock Corridor Future Land Use Map that illustrates a variety of future land uses.



## Map 5. Future Land Use Map

## Future Land Use Goals

The Red Rock Corridor Plan is intended to serve as a guide for future land use decisions within the corridor. The following is an overview of the future pattern of land use in the Red Rock Corridor and the policies and action steps that help guide their physical form.

## **Red Rock Corridor Goals**

- ⇒ Continue intergovernmental coordination to achieve growth management.
  - ⇒ Prioritize the protection of agricultural and natural resource activities, natural landscapes, and cultural resources balanced with low-intensity residential, agricultural, and supportive commercial uses.
  - ⇒ Preserve cultural and historic sites.
  - ⇒ Establish gateways to provide identifiable entrances to the corridor.
  - ⇒ Encourage the adoption of enhanced design standards for development along the corridor.
  - ⇒ Transition between types of land uses, especially between conflicting land uses shall be orderly and efficient through the use of buffers such as increased setbacks, open space, fencing

and/or landscaping.

## **Agricultural**

The agricultural activities certainly represent the single largest land use category in Minnehaha County.

### **Agricultural Policies:**

- AP.1. Limit encroachment of non-compatible land uses.
- AP.2. Conserve remaining agricultural resources.
- AP.3. Recognize the need/benefit of aggregate operations.

### **Agricultural Action Steps:**

- AA.1. Promote clustered development.
- AA.2. Continue to enforce density zoning.
- AA.3. Support agricultural tourism operations.
- AA.4. Disallow increases in housing density in agricultural areas.
- AA.5. Continue to allow agricultural operations as a permitted use.

## **Residential**

Minnehaha County is viewed as being primarily agricultural with density zoning standards in affect for single-family housing. By allowing more Rural Residential, which increases the density of housing allowed, more single-family housing can be accommodated for as Sioux Falls begins to expand further east into the Red Rock Corridor.

### **Residential Policies:**

- RP.1. Maintain the rural character of existing neighborhoods and anticipate intensified development in agricultural areas.
- RP.2. Accommodate infill development that is consistent with existing development patterns and densities where existing topography and soils are appropriate.
- RP.3. Create a quality living environment that is adapted to the natural environment.
- RP.4. New residential uses will be directed to areas that can be efficiently served with sanitary sewers or are appropriate for alternative sewer technologies, but only pursuant to the future land use plan.
- RP.5. Protect existing residences from encroachment of new development by buffering and screening.

### **Residential Action Steps:**

- RA.1. Limit housing to single-family, detached homes.
- RA.2. Encourage the placement of housing units in a manner that preserves significant natural resources through the encouragement of cluster practices and other mechanisms.
- RA.3. Prohibit commercial or industrial uses in residential areas including home occupations that involve exterior storage.

### **Commercial**

Commercial development along the Red Rock Corridor has not been very prominent over the years. With the likelihood of Sioux Falls expanding eastward to the Big Sioux River and the commercial development across the border in Iowa, commercial development may be needed to service the rising numbers in population and traveling vehicles along the corridor. Typical commercial uses include gas stations, restaurants, banks, offices, daycares, retail, etc.

### **Commercial Policies:**

- CP.1. Locate commercial developments along major roadways.
- CP.2. Locate new rural and agriculturally oriented commercial uses at nodes with access to major roads and buffer from any adjacent residential or agricultural uses.
- CP.3. Prohibit commercial strip development throughout the corridor by grouping commercial uses at appropriate locations where compatibility can be maintained.

### **Commercial Action Steps:**

- CA.1. Require appropriate land use transitions at the edges of residential neighborhoods through the regulation of setbacks and the placement of screening, buffering and fencing.
- CA.2. In neighborhood commercial areas, place limitations on lighting, vehicular access and other site planning elements in order to alleviate conflicts with abutting residential uses.
- CA.3. Encourage convenient parking locations that are buffered with landscaping to soften their appearance from abutting roadways.
- CA.4. Minimize the amount of area being zoned commercial.
- CA.5. Adopt design standards.

## **Industrial**

Currently the only industrial zoning in the corridor is located at the intersection of State Highway 42 and 482<sup>nd</sup> Avenue, and within Rowena. The expansion and infill of industrial is shown on the plan on the east and west sides of Rowena. As classified in the plan, light industrial land uses include light manufacturing, communication facilities, warehousing and similar uses.

### **Industrial Policies:**

- IP.1. Provide opportunities for new industrial development, expansion of existing uses and the redevelopment of existing industrial uses to expand employment opportunities and to serve existing businesses in the community.
- IP.2. Continue to improve the appearance of existing industrial areas thereby improving the community's image and development potential.

### **Industrial Action Steps:**

- IA.1. Enact standards for new industrial developments that are in keeping with the need to improve the overall appearance of the community.
- IA.2. Require landscaped buffers between dissimilar land uses to enhance compatibility.
- IA.3. Control signage and limit billboards.

## **Mixed Use**

A Mixed Use land use classification provides a variety of services to the immediate neighborhoods adjacent to the area. This land use classification will provide (typically) convenience items such as gas, food, and personal services as well as accommodating for single-family residential.

### **Mixed Use Policies:**

- MP.1. Provide flexibility for the development of clustered and mixed use developments.
- MP.2. Zoning districts should include compact development instead of spreading it along roadways.

### **Mixed Use Action Steps:**

- MA.1. Foster creativity in mixed use applications.
- MA.2. Endorse annexation to allow more intense developments.
- MA.3. Incorporate open space and natural vegetation in mixed use development.

## **Parks and Recreation**

The corridor consists of a number of recreational opportunities, therefore these policies and action steps have been developed.



### **Park and Recreation Policies:**

- PR.1. Maintain the scenic resources of the area.
- PR.2. Incorporate trails, sidewalks and/or bike paths within the corridor.
- PR.3. Develop and maintain park facilities within the corridor.

### **Park and Recreation Action Steps:**

- PA.1. Limit signage to informational signs addressing park and recreational features.
- PA.2. Prevent encroachment in the 100-year floodplain and wetland areas.
- PA.3. Develop disabled-friendly facilities.
- PA.4. Encourage recreational uses that compliment the natural environment.





A photograph of a rustic wooden bridge made of dark wood planks and beams. It spans a narrow stream or path surrounded by dense green foliage and trees. Sunlight filters through the leaves, creating bright highlights on the bridge's structure and the surrounding vegetation.

# Development Standards

# Development Standards

## Section 1 Purpose

The Red Rock Corridor Overlay District is a new zoning district which adds development standards and guidelines to the existing base zoning districts. The purpose of this overlay district is to maximize the corridor's potential development and insure compatibility with the existing and future land uses. This district is intended to increase the quality of development by applying design and development standards developed by County staff and the Red Rock Corridor Task Force.

## Section 2 Land Use

All parcels within the Red Rock Corridor (RRC) Overlay District are subject to the requirements of the 1990 Revised Zoning Ordinance for the base zoning districts in which they are located unless other requirements are specifically established by the Red Rock Overlay District in which case the requirements of the Red Rock Overlay District shall take precedence.

- A. Permitted Uses: The permitted uses and uses permitted thru a conditional use permit in the Red Rock Corridor are subject to the provisions in Section 2.B. and 2.C. below.
- B. Existing Uses: All structures, improvements and uses which are in compliance with the underlying zoning regulations in effect on December 1, 2011, and which structures, improvements or uses either:
  - 1. Existed on December 1, 2011; or
  - 2. Which may exist in accordance with the underlying zoning district on any lot or tract for which an application for platting, replatting, site plan or building permit for such use was pending on December 1, 2011; shall be deemed to be a conforming use.
- C. Planned Developments
  - 1. Regulations specifying land use and/or density and dimensional requirements contained in the body of an ordinance for a Planned Development District that does not meet the specifications of Sections 2.B.1 and 2.B.2 above and are situated within the Red Rock Corridor Overlay District shall remain in effect.
  - 2. Planned Development Districts situated within the Red Rock Corridor Overlay District that do not meet the specifications of Section 2.B.1 and 2.B.2 above and do not contain regulations specifying land use or density and dimensional requirements contained in the body of an ordinance for same District shall be subject to the requirements of the Red Rock Corridor Overlay

District and all other relevant provisions of the 1990 Revised Zoning Ordinance that are not in conflict with this Section. Such Districts are depicted below and indicated as follows:

- i. Perry Planned Development District
- ii. Willow Run Planned Development District
- iii. Willow Ridge Estates Planned Development District

## **Section 3 Development Standards**

The requirements set forth in this section shall apply to any development or redevelopment of property located within the Red Rock Corridor.

### **A. Site Plan Approval Required**

1. The purpose of the site plan is to show all information needed to enable the Planning Director and the Board of Adjustment to determine if the proposed development meets the requirements of this RRC Overlay District and 1990 Revised Zoning Ordinance.
2. All non-residential/agricultural development located within the Red Rock Corridor shall require site plan approval. Completed submittals that meet the requirements of this section may be approved administratively by the Planning Director. The Planning Director may waive minor requirements based on site conditions for the given property.
  - i. Submittals not able to meet the requirements of this section shall be reviewed by the Board of Adjustment:
    1. A written notice shall be sent to all adjacent property owners no less than ten days prior to the Board of Adjustment's consideration of a site plan containing a modification or waiver of the requirements.
3. Information Required. The site plan shall include the following information concerning the proposed development:
  - i. Names of all persons having an interest in the property, legal description of property, point of compass, scale, and date.
  - ii. Applicant's name, address, project location, proposed land use and present zoning, location and names of adjoining subdivisions, the numbers of the adjoining lots therein and the names and addresses of adjoining landowners.
  - iii. If the applicant is other than the legal owner, the applicant's interest shall be stated.

- iv. Name and address of persons who prepared the site plan.
- 4. Required Illustrations. The site plan shall clearly set forth the following information concerning the proposed development:
  - i. Property boundary lines, dimensions, and total area of the proposed development.
  - ii. The proposed use of building materials, location, size, height, shape, use, elevation, building sign type, and illustration of all buildings or structures in the proposed development.
  - iii. Location of the proposed on-site wastewater system:
    - 1. All onsite wastewater systems shall be constructed and operated in conformance with state regulations and with the Minnehaha County On-Site Wastewater Treatment Ordinance. No dumping of any wastewater shall be allowed at the site unless disposed into a properly sized and maintained wastewater system.
    - i. The total square footage of building floor area, both individually and collectively in the proposed development.
    - ii. Existing buildings, rights-of-way, street improvements, railroads, utility easements, drainage courses, streams and wooded areas.
    - iii. Location, number, dimensions and design of off-street parking in the proposed development, including:
      - 1. Driveways, islands, and planters.
      - 2. Striping and curbs.
      - 3. Loading facilities.
      - 4. Type and location of lighting.
      - 5. Surface treatment.
    - i. Facilities for the collection and disposal of garbage and trash, and screening structures.
    - ii. Walls, fences or other artificial screens to be used as buffers shall be shown in elevation and prospective with proposed height and structural material indicated.
    - iii. Location and type of all plants, grass, trees, or ground cover to be used in the landscape. Landscaping to be used for screening purposes shall be illustrated with the size of

trees to be planted clearly indicated. The planting location shall not adversely affect utility easements or service lines. On all site plans the following requirements shall be met:

1. Implementation. The landscaping plan shall be submitted for approval as part of site plan submittal. The landscaping plan is to show the following information in accordance with the requirements of Section 3.D.
  - a. Location of trees
  - b. Size and species of trees
  - c. Number of each size and species of trees
2. Approval of Landscaping. Landscaping is to be in-place at the start of operation. Should completion of landscaping be delayed because of the season of year, extension of time may be granted by the Planning Director.
3. Maintenance. All landscaping, buffering and screening shall be maintained at all times to conform to the regulations established in this chapter. Landscaping which is not maintained in a manner consistent with this chapter shall be replaced, as follows:
  - a. Replacement includes, but is not limited to replacing plants damaged by insects, soil conditions, disease, vehicular traffic, vandalism, and acts of nature.
  - b. Replacement landscaping shall be installed following notification by the Planning Director that a violation of this chapter has occurred, or proper guarantees provided.

## B. Exterior Building Materials

1. Color
  - i. Exterior colors shall be low reflectance, subtle, and of earth tone colors. The use of high intensity, fluorescent colors is prohibited.

### C. Signs

1. On-premise signage within the Red Rock Corridor shall be regulated in conformance with the provisions of Article 16.00 (County Ordinance) and Article 17.00 (Joint Ordinance), except for:
  - i. Only monument signs shall be allowed as freestanding signs when:
    1. The sign area shall not exceed 200 square feet.
    2. The maximum height shall be 10 feet.
  2. Off-premise signage is prohibited in all cases except for:
    - i. Multi-Tenant Signs in Commercial Centers:
      1. One multi-tenant sign shall be allowed within a commercial center to act as a directory for the businesses located within the commercial center.
        - a. The sign area shall not exceed 200 square feet.
        - b. The maximum height shall be 30 feet.
        - c. No part of the sign face or structure shall be located in or overlap into the required side or rear yard setbacks or public right-of-way.
        - d. The light from any illuminated sign shall be so shielded, shaded or directed so that the light intensity shall not adversely affect surrounding or facing premises or the safe vision of operators of vehicles on public roads.
    - ii. Directional Sign
      1. In conformance with the provisions of Article 17.02 (County Ordinance) and Article 17A.02 (Joint Ordinance)
      3. Maintenance and Removal. Every sign shall be maintained in good structural and aesthetic condition at all times. Any abandoned, unsafe or unsightly sign shall be removed or renovated within 60 days upon written notice. If the owner fails

- to remove or renovate the sign within the required time period the County may remove such sign at the owners expense.
4. Permit Fees. Every applicant, before being granted a permit, shall pay a fee. For any sign erected or placed without a permit, the fee shall be double the established fee.

#### **D. Buffer Requirements**

1. A buffer or other form of visual screening shall be provided when certain identified land uses or districts abut other identified land uses or districts:
  - i. The uses or districts necessitating a buffer as defined in this section are identified in Table 1. A buffer should be provided between any nonresidential and residential use, except for when agricultural and residential uses abut.
  - ii. Any outdoor storage area and/or garbage storage.
2. Where required, the buffer shall consist of the widths identified in Table 1 and Table 2. Materials required in each buffer are identified in Table 3.
3. For each bufferyard, the required materials in Table 3 shall be spaced evenly on center to the length of the required bufferyard.

**Table 1: Bufferyards (width in feet)**

<i>Developed Use</i>	<i>Neighboring Use</i>			
	Agricultural	Residential	Commercial	Industrial
Agricultural				
Residential				
Commercial		30	15	10
Industrial		40	20	15

**\*All commercial uses which are allowed within the industrial zoned areas must meet the requirements set forth within the industrial zoning districts.**

**Table 2: Specific Use Bufferyards (width in feet)**

<i>Developed Use</i>	<i>Neighboring Use</i>	
	Parks	Schools
Agricultural		
Residential		
Commercial	30	30
Industrial	40	50

Table 3: Bufferyard Materials	
Buffer Width	Required Materials Per 100 Linear Feet*
10 feet wide	4 trees
15 feet wide	5 trees
20 feet wide	6 trees
25 feet wide	7 trees
30 feet wide	8 trees
35 feet wide	9 trees
40 feet wide	10 trees
50 feet wide	12 trees

## E. Fencing

1. The location of the fence within the bufferyard shall be determined between the applicant and the adjacent property owners.
2. The “good side” of the fence shall always face the adjacent properties.
3. The fence shall be 6 feet in height, opaque and constructed of treated wood, Polyvinyl Chloride (PVC), galvanized or vinyl coated chain link fence with privacy slats of an earth tone color (90% Opacity Required). Posts shall be anchored appropriately for material used, and designed to support fence height.

## F. Lighting

1. All lighting used for illumination outdoors shall be arranged so as to deflect light away from any adjoining property and from public streets through full cut-off fixture type and location (i.e. there should be no light trespass).

## G. Parking

1. All parking within the Red Rock Corridor shall be regulated in conformance with the provisions of Article 15.00 (County Ordinance) and Article 16.00 (Joint Ordinance).
2. The Planning Director may require a buffer if vehicle headlights from any vehicles entering, parking, standing, or exiting would

shine onto residentially used property. If the site cannot be screened from residentially used property, the hours of operation may be restricted to preclude operation between the hours of 10:00 p.m. and 6:00 a.m., or any portion thereof as determined by the Planning Director.

# Definitions

## **Commercial Center**

- ⇒ A group of three or more individual tenants on a single “integrated site,” under one ownership or multiple ownerships, and zoned for commercial or industrial uses.

## **Density Zoning**

- ⇒ Allows one single-family residence per quarter-quarter section or per lot of record. A quarter-quarter section encompasses 40 acres of land.

## **Lot of Record**

- ⇒ A lot of record is a parcel for which a separate legal description was filed with the Register of Deeds Office prior to July 10, 1979 for the outlying areas and prior to February 21, 1978 for those areas within the Sioux Falls extraterritorial area (approximately 3 miles around the city).

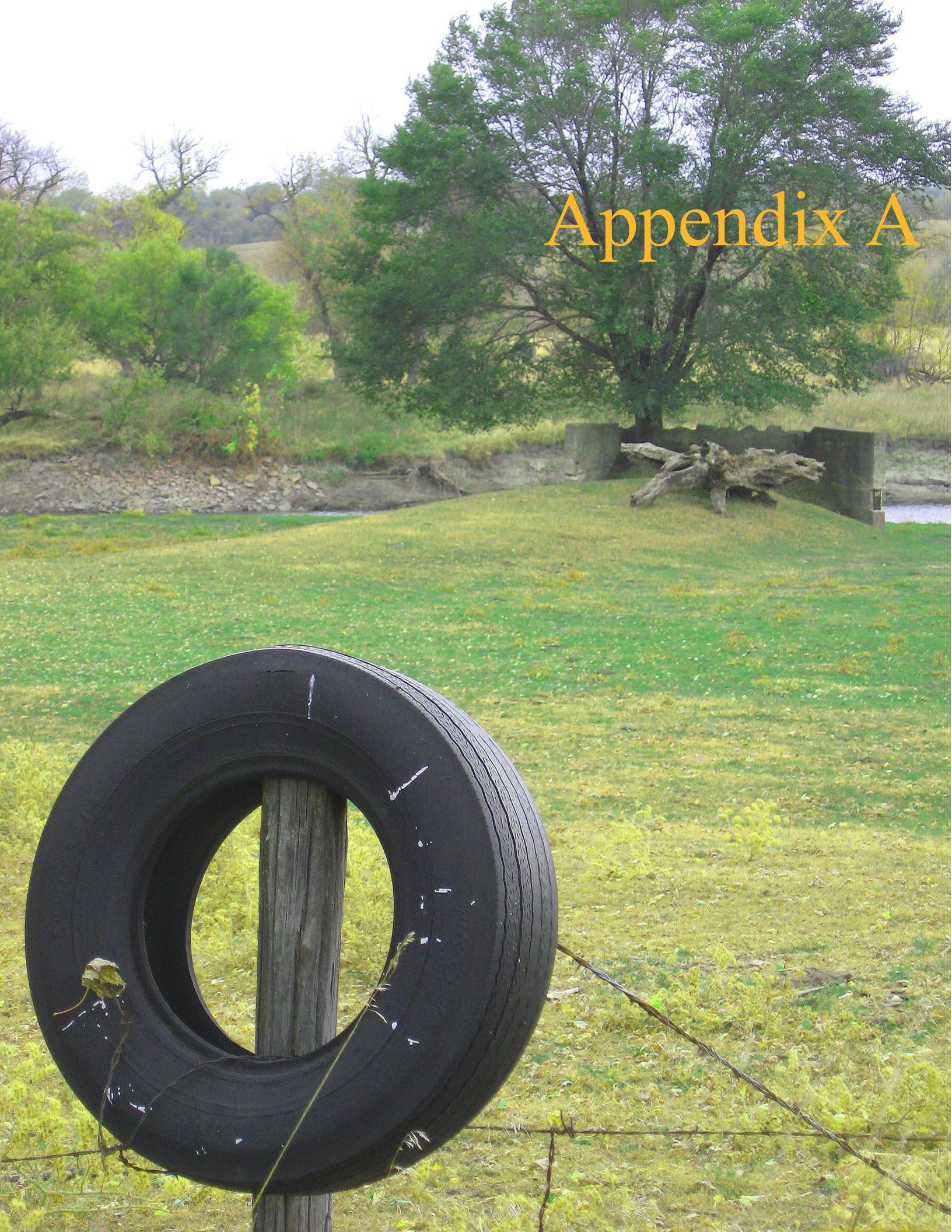
## **Monument Sign**

- ⇒ A freestanding sign that is supported by a solid base (other than poles) such that the bottom of the sign face is 3 feet or less above the ground and no air space is visible within or between any portion of the sign display area and sign structure.

## **Multi-tenant Sign**

- ⇒ A sign which consists of a composite of three (3) or more individual signs identifying the businesses located in a commercial center.

# Appendix A



# Appendix A

## Objective

The Minnehaha County Planning Department recognized that one of the most important tasks of developing a corridor plan was to make it a community-wide effort. Residents, businesspersons, and other interested groups would all have opportunities to join the Planning Staff in drafting a vision for the Red Rock Corridor. The first step of this goal was to invite these residents, businesspersons, and interested groups to form a Red Rock Corridor Task Force. A task force of 15 members was formed that represented the following:

- County Planning Staff;
- City Planning Staff;
- State Department of Transportation;
- Township Supervisors;
- Sioux Falls Metropolitan Planning Organization Citizens Advisory Committee;
- Mary Jo Wegner Arboretum;
- Other businesspersons; and
- Residents.

The Task Force met monthly during the planning process to discuss and review the undertakings of the plan. The Task Force also helped facilitate the community meetings that were held on January 20<sup>th</sup> and May 9<sup>th</sup>. They interacted with the community members to get their input and helped to establish the vision of the community members.

Another way that the Planning Staff utilized to gather public insight was thru a project website. The website provided residents with meeting agendas and minutes, community meeting notices, corridor maps, and contact information. The website allowed for community members to stay up-to-date with the planning process of the Red Rock Corridor Plan.

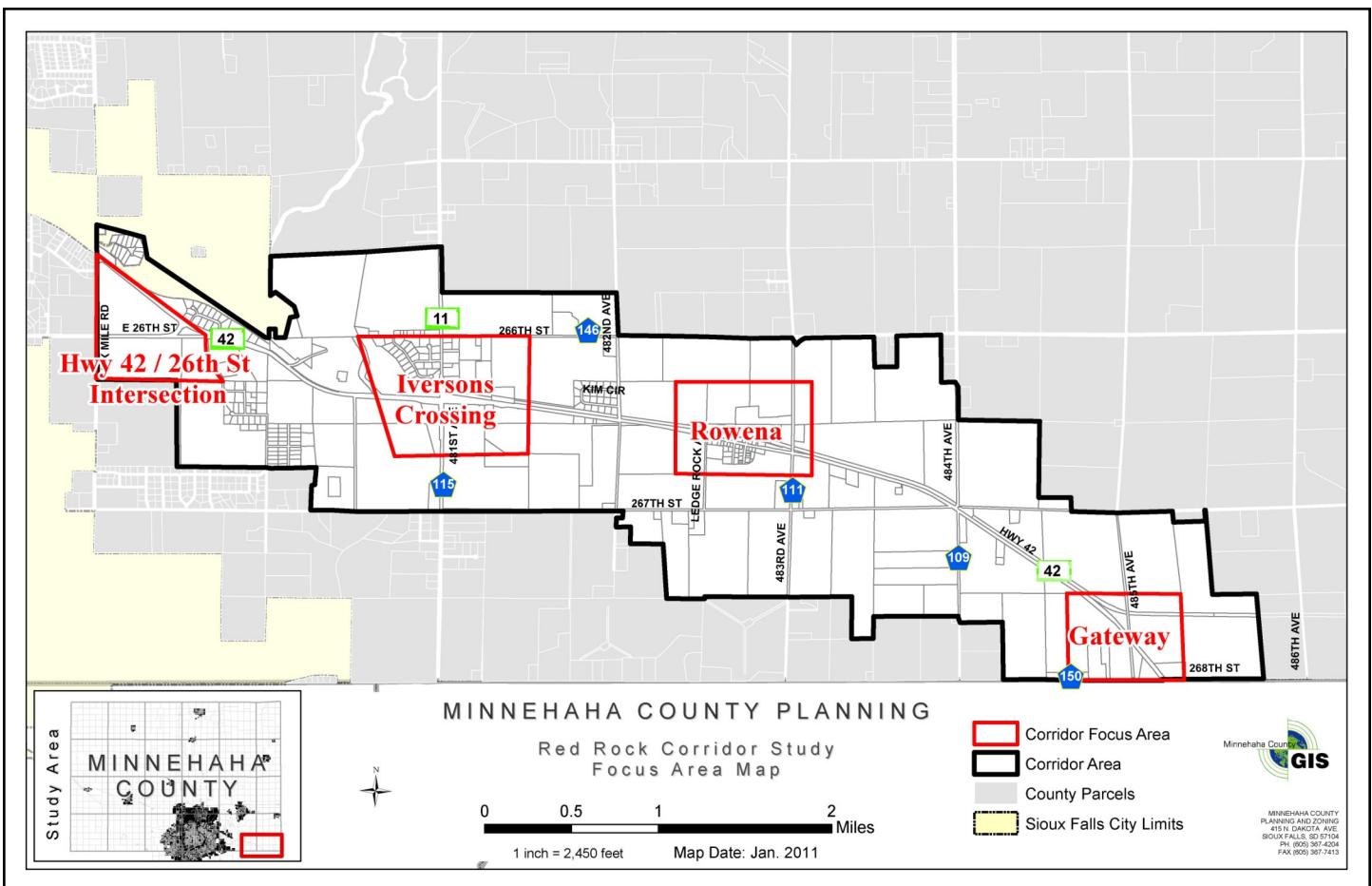
There were also two public meetings held to gather public input on the Red Rock Corridor. A Community Workshop was held on January 20<sup>th</sup>, 2011 and an Open House was held on May 9<sup>th</sup>, 2011. A summary of the two public meetings is below.

# Community Workshop

The Minnehaha County Planning Department hosted a Community Workshop on January 20<sup>th</sup>, 2011 to gather input from community members, business people, and land owners from within the Red Rock Corridor and surrounding areas. The beginning of the workshop was formatted to educate the public about the Red Rock Corridor Project and the goals the Planning Staff would like to achieve once the plan is completed. There were background presentations from representatives of Minnehaha County, the City of Sioux Falls, and the South Dakota Department of Transportation on each organization's current plans for the Red Rock Corridor.



Following the background presentations, the workshop was formatted to gather input to determine the most significant problems and how the community envisions future development within the corridor. The Planning Department set up two ways which the attendees of the workshop could provide feedback. The first was a survey which was developed by the Planning Staff to help understand the community's vision for the entire corridor. The second way was to break the workshop into small groups and



have discussions on the four focus areas that were set up by the Red Rock Corridor Task Force. These four focus areas are: the Intersection of Highway 42 and 26<sup>th</sup> Street, the Iverson's Crossing Intersection, Rowena, and the Gateway. These four areas were established by the Red Rock Corridor Task Force as areas that are most likely to be subject to change in their land uses as time moves forward. The discussions were formatted to answer questions about the current issues and future developments of each of these focus areas. Each of the discussion groups was headed by a Task Force member to collect the consensus of the small group's perceptions.



During the small group discussions, Planning Staff passed around aerial images of the corridor, asking that everyone mark on the map where they either lived in the corridor or where they owned property. After the small group discussions, everyone reassembled together and discussed any of the major issues or ideas that the small groups had developed during their discussions.

A synopsis of the results from the survey and group discussions is on the following pages.



## **Survey**

The first task was to design, conduct, and analyze the results of a written survey. The overall goal of the survey was to obtain feedback from the perspective of community members, business people, and land owners from within the Red Rock Corridor and surrounding areas. The survey was one of the two ways which the public could give input on the most significant problems faced by users of the corridor and what could be planned to help enhance the future development of the corridor. The intended outcome was to determine the community member's overall vision for the corridor; that will influence the future of the corridor.

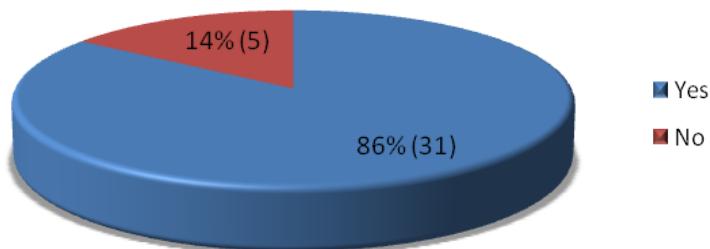
The Planning Staff developed the questionnaire with two objectives:

1. What the perceptions of the public are on the current conditions of the corridor.
2. What types of development would the public like to see when future development occurs.

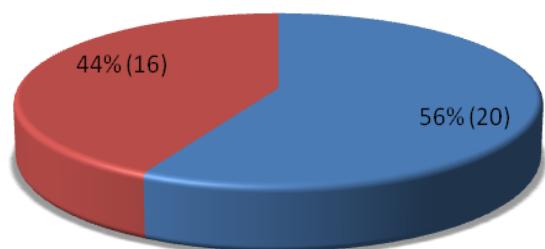
The survey and results can be viewed in their entirety in Appendix A. Note that most of the questions were multiple choice, however open-ended, write-in questions also appear as they were input by the respondent. Additionally, participation in the survey was completely voluntary and no questions required an answer. A synopsis of the survey results follows.

***The first objective to the survey was to capture an image of where participants were from to determine if there any biases that may affect the results.***

**Do you own property in the Red Rock Corridor?**



**Do you live in the Red Rock Corridor?**

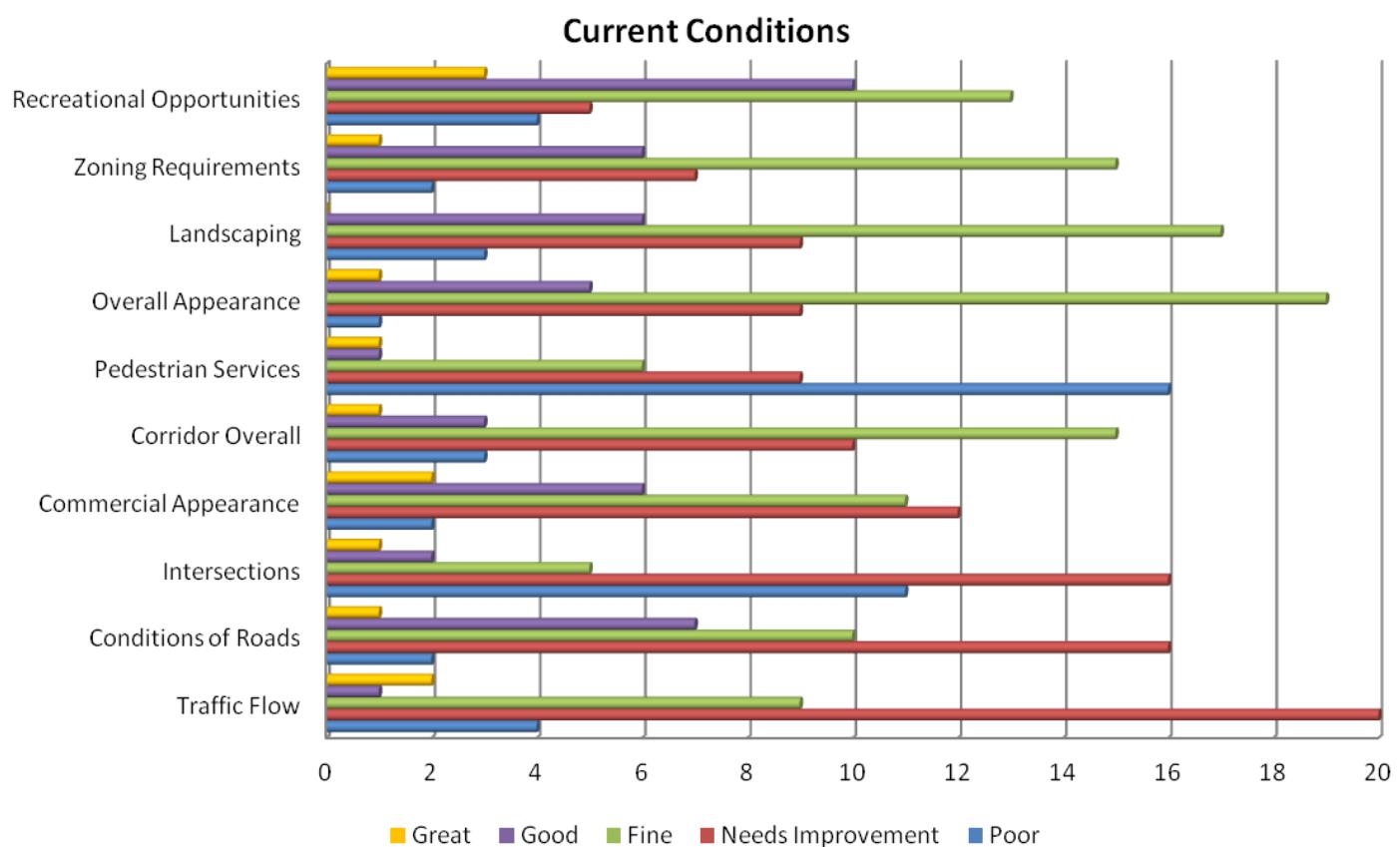


These two questions were used to determine how many participants at the meeting either lived in or owned property in the corridor. At our Community Workshop, thirty-three responses were recorded which indicated that 85% of the respondents own property and 58% of those respondents lived in the corridor.

***Questions 1-10 (Matrix of Choices, One Answer per Category): How do you rate the quality of each of the following categories in the Red Rock Corridor?***

The intent of the following questions was to determine the respondents' perceptions of the current conditions of the Red Rock Corridor. The respondents were able to rate each of the categories on a scale from great to poor.

The results indicate that the majority of the categories were rated either as "Fine" or "Needs Improvement", with a few exceptions. The categories of Intersections and Pedestrian Services received the highest number of votes as categories in the poorest condition. The majority of the categories with the highest number of "Needs Improvement" votes were traffic related. The Recreational Opportunities category received the highest number of "Good" votes, and this would be reflective of the attitudes towards Arrowhead Park and the Perry Nature Area within the Red Rock Corridor. The majority of the ratings for the Overall Appearance and the Corridor Overall categories were between "Fine" and "Needs Improvement".

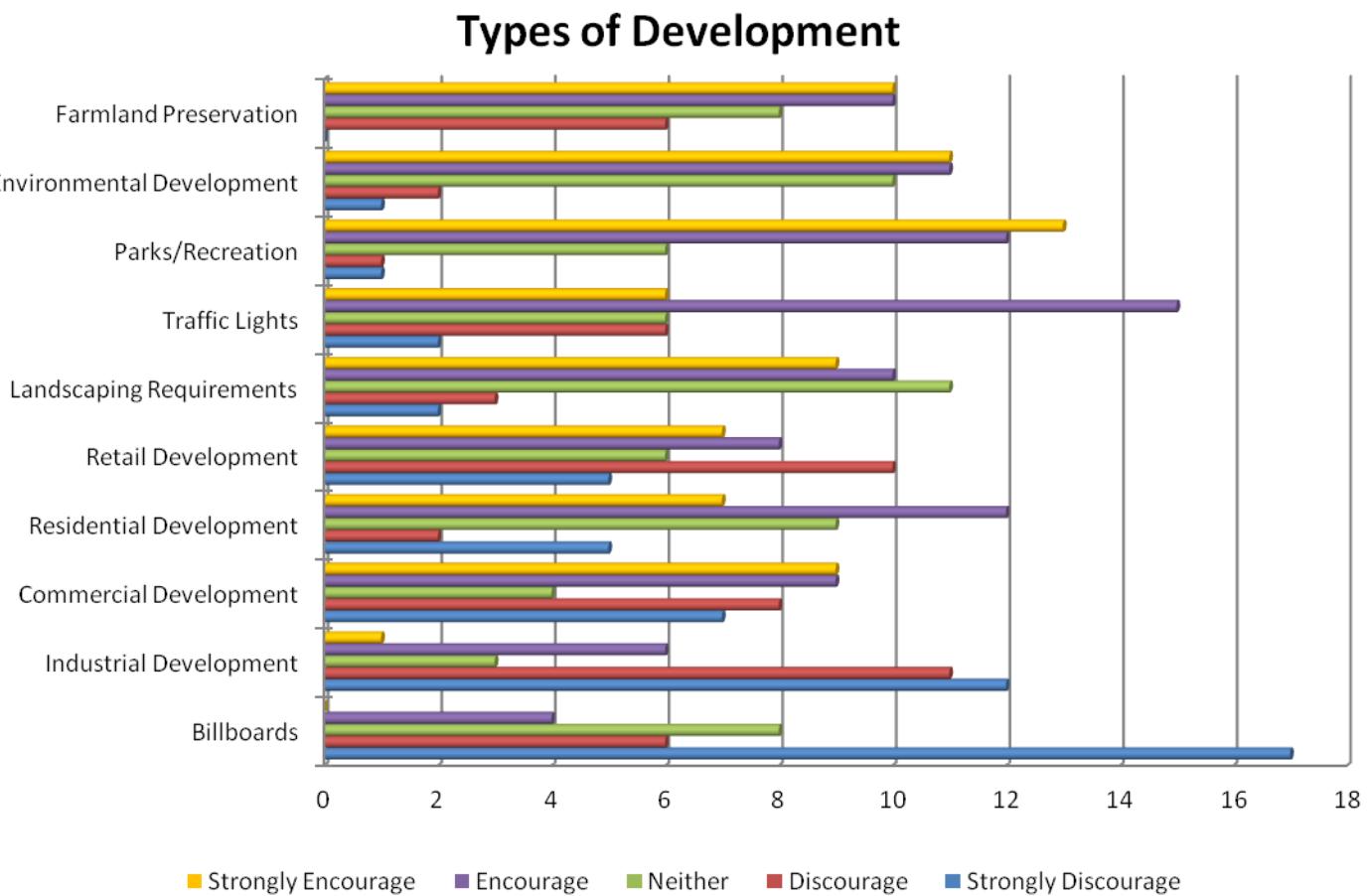


*Figure 1.2 Respondents' Perceptions of the Current Conditions of the Red Rock Corridor*

**Questions 11-20 (Matrix of Choices, One Answer per Category): How much would you like each type of development encouraged in the Red Rock Corridor?**

The intent of this next series of questions was to determine the respondents' level of encouragement for certain types of development that may occur along the Red Rock Corridor. The respondents were able to rank each of the categories from "Strongly Encourage" to "Strongly Discourage".

The results indicate that there were a high number of respondents who are strongly opposed to any Billboards or Industrial Development. However, Parks and Environmental Development received the largest number of "Strongly Encourage" votes. The majority of the respondents indicated they would like to "Encourage" Traffic Lights and Residential Development. Both Commercial and Retail Development received a fairly evenly distribution on the ranking scale.

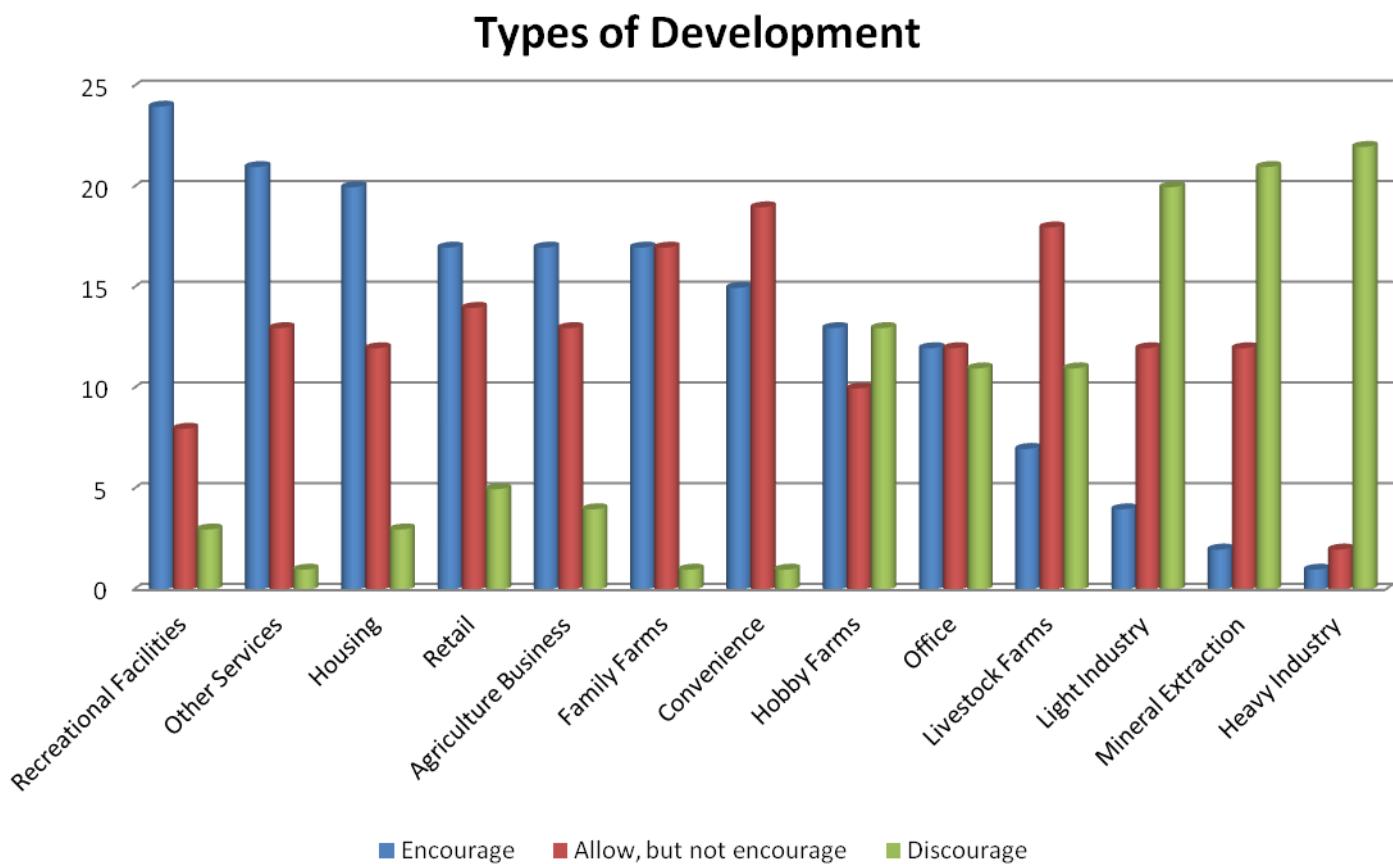


*Figure 1.3 Respondents' Level of Encouragement for Certain Types of Development*

**Questions 25-35 (Matrix of Choices, One Answer per Category): Do you think or believe the Red Rock Corridor Plan should encourage, allow but not encourage, or discourage the following types of development?**

The intent of the following questions was to find out the respondents level of preference towards more specific types of development. These were a follow-up to the previous series of questions and can validate between the two series of questions. The respondents were able to answer each of the following questions by indicating whether they would like to see each type of development encouraged, allowed but not encouraged, or discouraged.

As the results show, Services, Recreational Facilities, and Housing received the highest level of encouragement from the respondents. Convenience and Livestock Farms would be allowed but not encouraged. The categories of Industry or Mineral Extraction received the largest number of votes discouraging them for future types of development.



*Figure 1.4 Respondents' Level of Encouragement for Specific Types of Development*

**Questions 36-47 (Matrix of Choices, One Answer per Category): Which types of commercial would you like to see in the Red Rock Corridor?**

There are a number of parcels zoned commercial on the Minnehaha County Zoning Map within the Red Rock Corridor. The intent of this series of questions was to determine to what degree the respondents wished to see different types of commercial development in the Red Rock Corridor. The respondents were able to respond to whether they would like to see More, Less, or the Same as now of each type of commercial development.

The respondents indicated that they would like to see “More” Restaurants, Recreational Businesses, and Gas Stations in the Red Rock Corridor. There was a fairly even number of votes to keep commercial the same as it is now by not adding or reducing any types of commercial. The respondents indicated that for the categories of Bars and Mini-Storages, they would like to see same as now or less than is currently in the Red Rock Corridor.

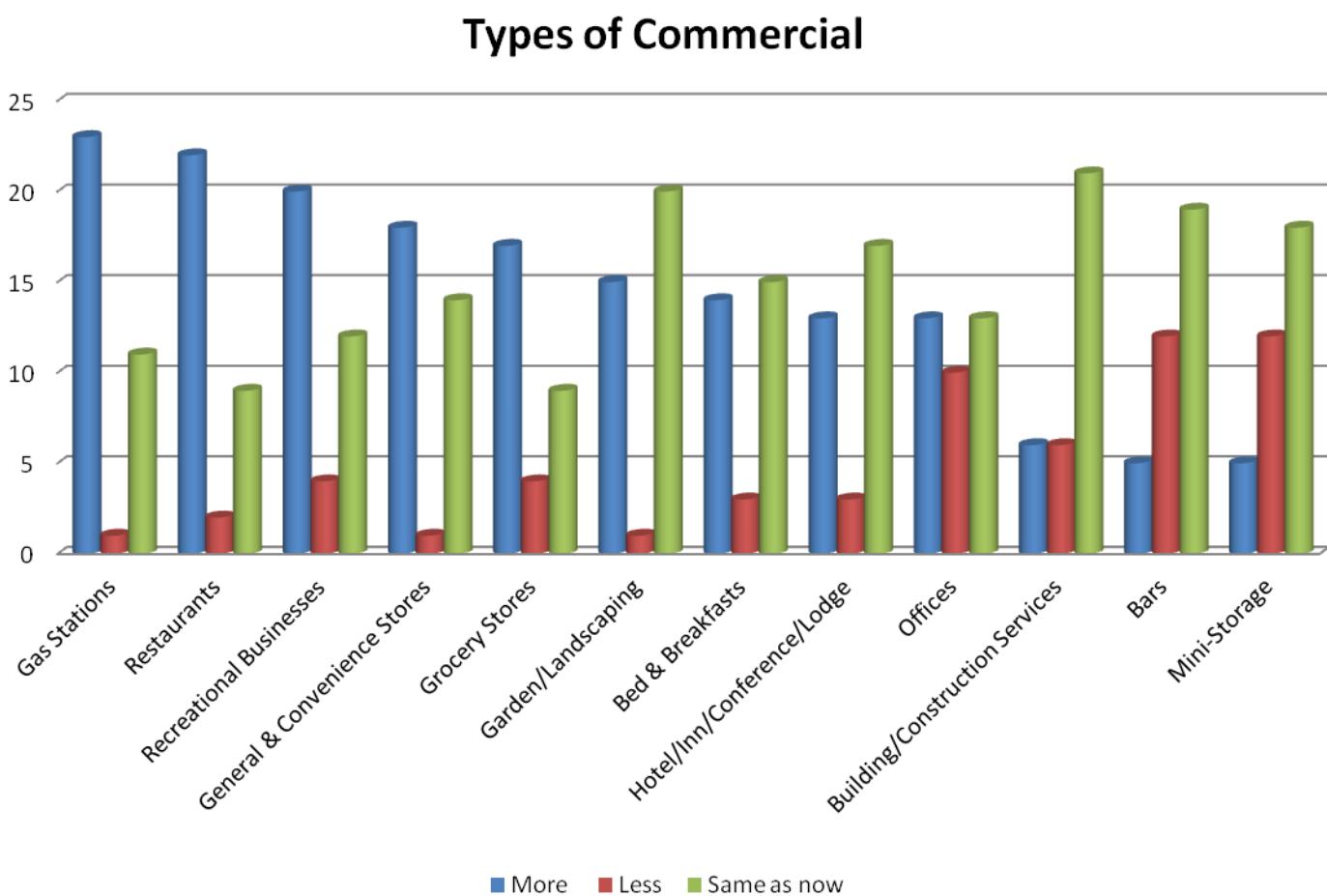
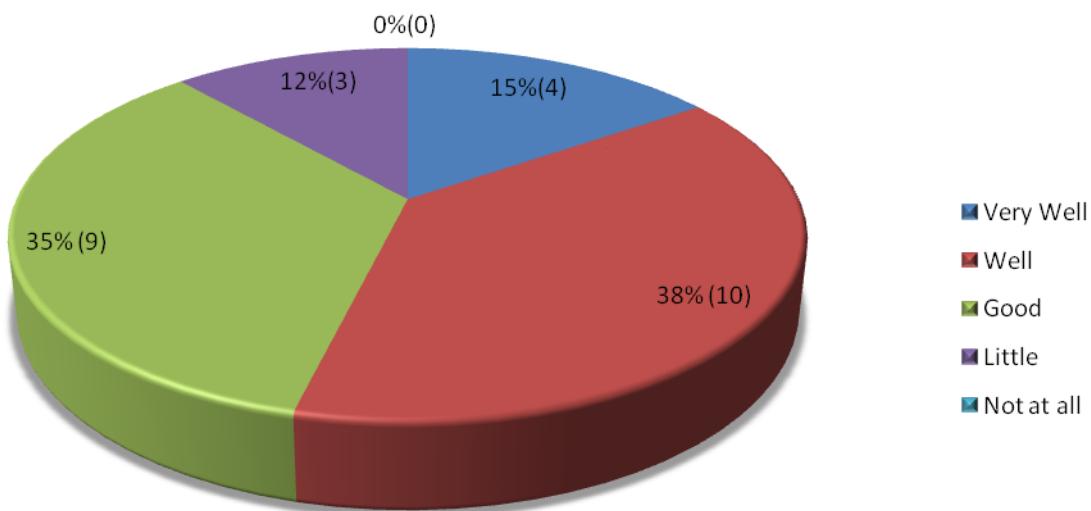


Figure 1.5 Respondents’ Level of Preference for Types of Commercial

**The final objective to the survey was a way for the Planning Staff to understand how the participants felt the Community Workshop achieved the goals of providing them with information about the Red Rock Corridor Plan and how well pub-**

The following question was used to determine how well the respondents believed the meeting achieved its goals of gathering input from the participants. Of the 26 respondents to this question, 53% indicated that the meeting went “Very Well” or “Well”. There were nine votes that indicated the meeting went “Good” and three votes that showed the meeting did “Little” to achieve the Planning Staff’s goals of the Community Workshop.

**How well did tonight's meeting achieve the goals that were described at the beginning of the meeting?**



*Figure 1.6 Respondents' View of How Well the Community Workshop Went*

## **Group Discussions**

The group discussions were the second way which the public could give input on the most significant problems faced by users of the corridor and what could be planned to help enhance the future development of the corridor. The intended outcome was to focus the group discussions around the four focus areas set up by the Red Rock Corridor Task Force. These are areas that are most likely to be subject to change in their land uses as time moves forward.

The Planning Staff developed the discussion questions to determine:

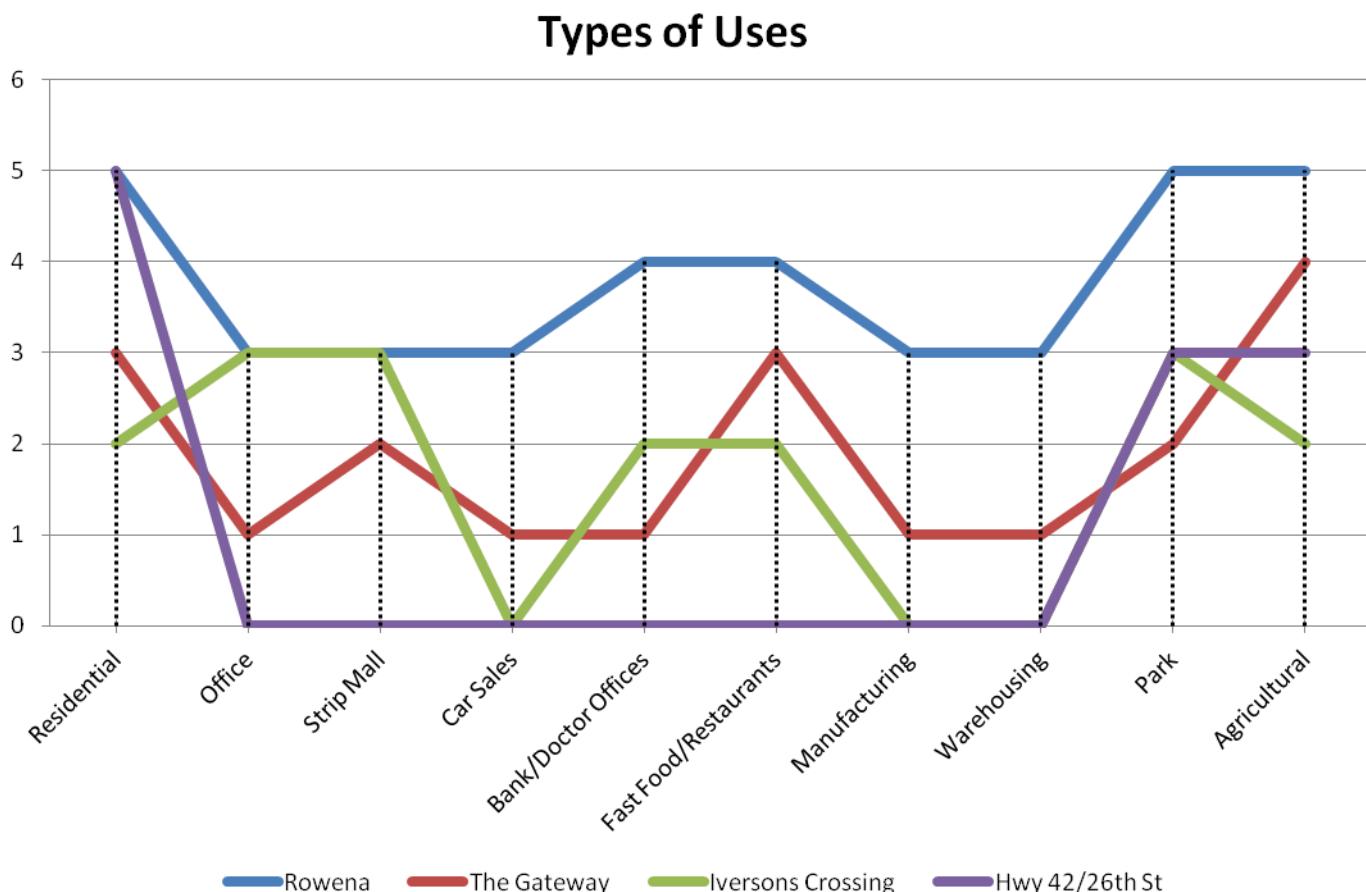
1. What the perceptions of the public are on the current conditions of each focus area.
2. What types of development would the public like to see in each focus area.

Note that there were yes/no questions and open-ended, write-in questions that were asked for each focus area. Each of the discussion groups was headed by a Task Force member to collect the consensus of the small groups' perceptions. After the small groups answered the questions for each focus area, the groups came back together as a whole and discussed some of the major items that were brought up in their small group discussions. Additionally, participation in the group discussions was completely voluntary and no questions required an answer. A synopsis of the group discussion results follows.

**The first objective to the small group discussions was to determine what type of uses the participants would like to see in each of the focus areas.**

The intent of the first question was to determine what types of uses the participants would like to see in each of the four focus areas. There were six small groups, with between 6-10 participants in each group at our Community Workshop. A Red Rock Corridor Task Force member was assigned for each small group and collected the majority's vote for each type of use acceptable to the group for each focus area. The results are displayed below (remember there can be a maximum of six votes for each type of use).

As the chart depicts, both The Gateway and Rowena received votes for every type of use, whereas Iverson's Crossing and Highway 42/26<sup>th</sup> Street had types of uses with no votes. The residential, parks, and agricultural uses received the most results of the types of uses for each of the four focus areas.



*Figure 2.1 Respondents' Preference for Types of Uses in Each Focus Area*

**The following is a collection of responses that were collected in each of the small group discussions by the Task Force members. These responses have been separated into their specific focus areas.**

## **Highway 42/26th Street**

### **Traffic**

- No traffic problems currently, but will be on the horizon
- Accidents at 6 Mile Road
- Intersections
- Speed on 26th Street too slow
- Speed on Highway 42 too fast
- Stop signs
- Four-way stop
- Multiple fatalities
- Noise of truck's jake breaking around four way stop
- 26th and 6 Mile Road needs turning lanes
- Flatten slope, align intersection @ 6 Mile Road & Highway 42
- Speed should be 35 & 55
- Getting on and off Highway 42
- Speed on 26<sup>th</sup> Street too high at park entrance
- Signage needed for park prior to curve
- Turn lanes on 26<sup>th</sup> Street
- Park entrance at curve
- Length of left turn lane off of Highway 42 onto 26<sup>th</sup> Street

### **Preservation**

- The old quarry should be preserved
- Arrowhead Park
- Arboretum
- Old railroad
- Markers for old mill
- Rock Quarries
- The old quarry and streetcar track have historic significance
- Parks and quarries should be preserved
- East Sioux
- Preserve Wetlands

- Old RR Bridge trestle

### **Aggregate**

- Mining affects traffic-hauling
- Houses shake when blasting occurs
- Affects residential housing and park

### **5 Problems**

- Traffic at intersections
- Geometric design of intersection
- Signage for Arrowhead
- No turn lane for arboretum
- Traffic
- Intersection
- Sight
- Road quality
- Thistles
- Truck usage
- Visibility
- Failure to Yield
- Drainage
- Small backups create big issues
- Deer/Kamikaze geese
- Speed
- Signage
- Agricultural machinery

### **5 Positives**

- Parks
- Wildlife/Geese
- Natural beauty
- Quick access to city
- Natural quarry
- Residential
- Golf course

## Iverson's Crossing

### Traffic

- Stop light at intersection
- Needs to be 4 lane
- Truck traffic
- Speed/signage
- Additional turning lanes
- Not too bad now
- Needs Street Lights
- Highway 11 speeds too high

### Preservation

- Bridge
- Add bicycle accommodations east and west of intersection
- Quarry
- Ode's Farm
- East Sioux
- Flood Plain
- River Corridor
- River for fishing and canoeing

### Aggregate

- Truck traffic dust
- View of landfill

### 5 Problems

- Stop light needed
- Failure to yield
- Wildlife crossing highway
- Traffic control – 4 way stop at intersection
- Roadway surface needs repaired
- Needs turning lanes
- Needs Street Light at intersection

### 5 Positives

- River
- Flood plain/greenway
- Scenic
- Boating
- Fishing
- Location

## Rowena

### Traffic

- Add sidewalks
- Turning lane on 483rd
- Speed
- Speed change
- Crosswalk ignored
- Ledge Rock Road needs to be improved and widened
- Turning lanes would help
- Signage
- Speed transitions in and out of town

### Preservation

- Corner bank
- School
- Church
- Quartzite outcropping for old quarry
- Historic markers
- West of town by church

### Aggregate

- Truck traffic leads to congestion
- Dropping rocks on roadway
- Noise, dirt, and blasting are problems

### 5 Problems

- Rock close to surface
- 2-lane road
- Ground signs limit visibility
- Trucks park on side of road
- Semis stopping on shoulder
- Picking up mail along roadway
- Bus pick up
- Access to water
- Enforcement of speed limit
- Aesthetics
- No services
- Need turning lanes

### 5 Positives

- Location
- Would like RR right of way to become walking trail
- Commercial development

- Quiet community
- Historic place
- High land
- Nice town

## **The Gateway**

### **Traffic**

- Visibility
- Daytime commute
- Passing zones
- Curves
- Lane Markings
- Slow equipment
- Turning lanes could help
- 485th intersection
- Speed of traffic
- Limited sight distance
- Needs a stop light

### **Preservation**

- Historic markers
- Tri-State border marker

### **Aggregate**

- Negative impact on land value

### **5 Problems**

- Caution light use
- Iowa traffic speeding
- Drunk drivers from casino
- Too much regulation
- Traffic

### **5 Positives**

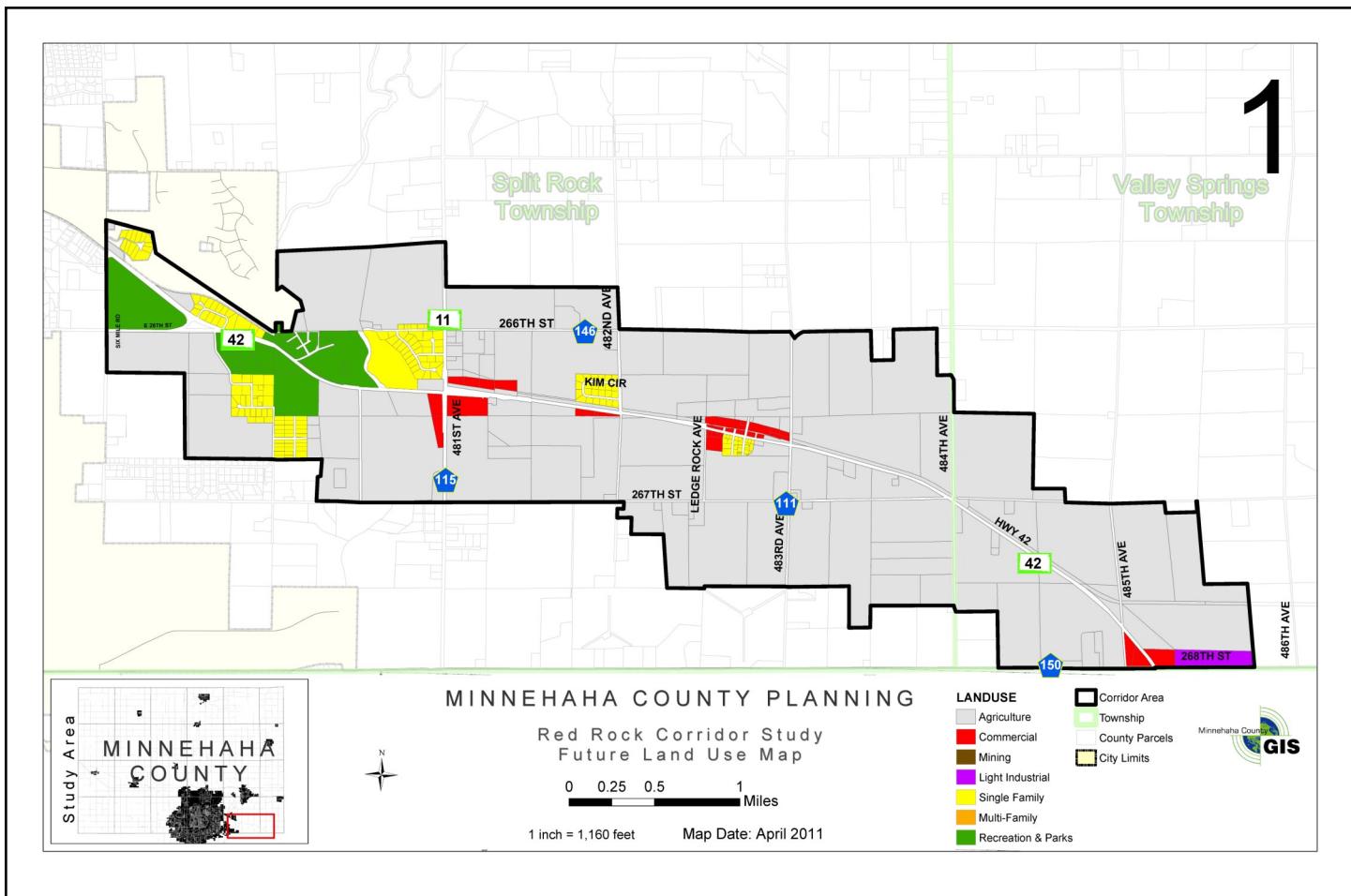
- Location to new casino
- Property values
- Wildlife/open-quiet
- Commercial possibilities
- 57<sup>th</sup> street bridge could help traffic
- Agriculture

# Open House

The Minnehaha County Planning Department hosted an Open House on May 9<sup>th</sup>, 2011 to gather input from community members, business people, and land owners from within the Red Rock Corridor and surrounding areas. The Open House was focused on three growth scenarios that were formulated from the public input that had been gathered at the January 20<sup>th</sup>, 2011 Community Workshop and the Red Rock Corridor Task Force's recommendations. The three growth scenarios were on display as community members walked thru and held discussions with Planning Staff and Task Force members on what their opinions were on each of the growth scenarios. There were approximately 50-60 residents who participated in the Open House and participants were able to record their opinions on the three growth scenarios and submit them prior to leaving the Open House. Community members were also able to review the future growth scenarios and send in comments to the Planning Staff, which were supplemented with the opinions received at the Open House.



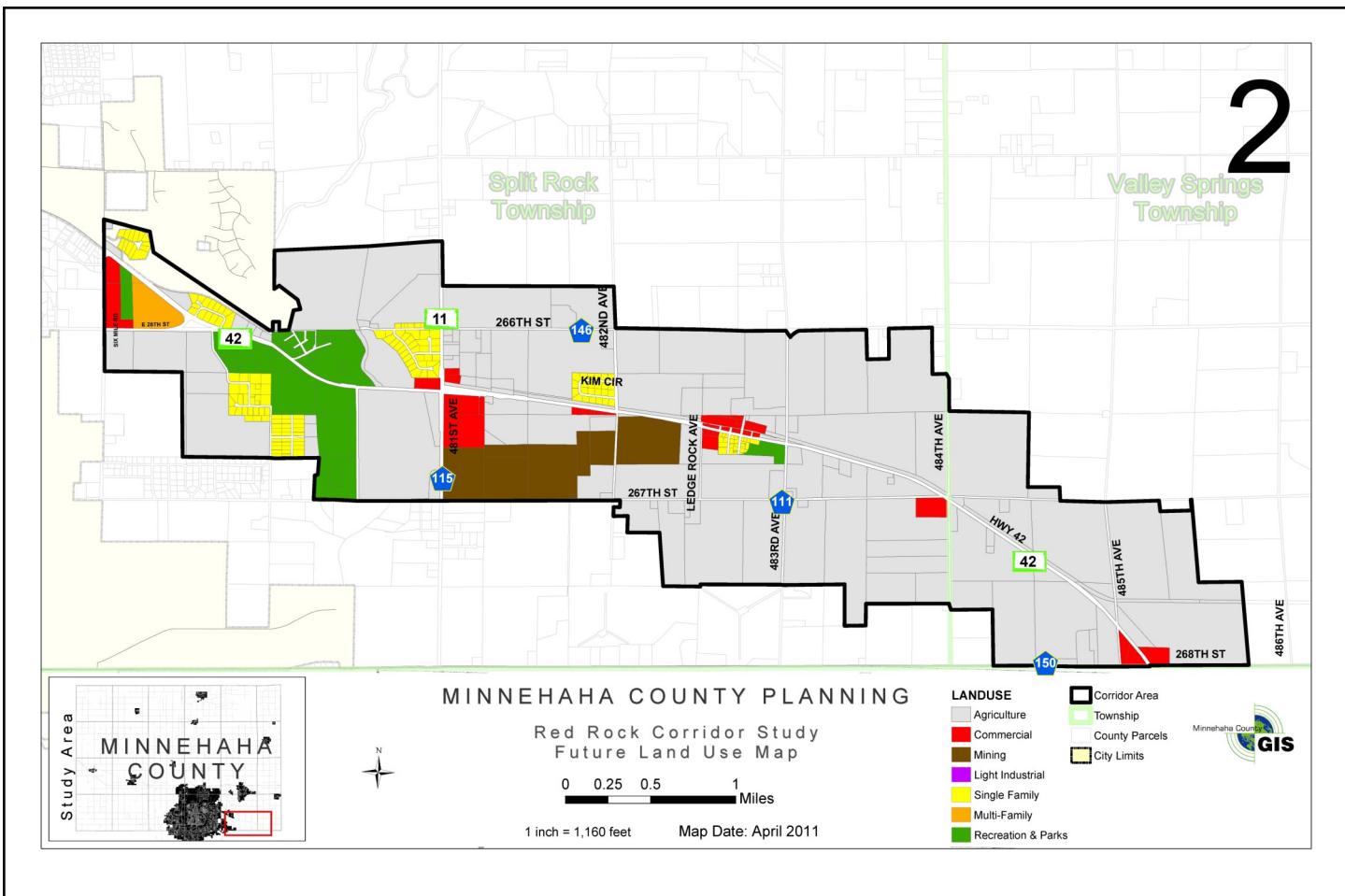
**Map 1** illustrated the first growth scenario for the Red Rock Corridor. It depicted the most conservative scenario that the Planning Staff and Task Force drafted. Though this scenario



represented the opinions of many of the participants in both the Community Workshop and Open House, it does not give much opportunity for future growth. With Minnehaha County being the most populated county in the State of South Dakota, future growth will likely continue to occur and should be addressed; thus this land use plan was not as visionary as the following two growth scenarios. Many responses from the residents had concerns about traffic in the area, and that allowing more development would only increase the amount of traffic, thus creating more dangerous driving conditions for the residents who live within the corridor and use State Highway 42 on a daily basis.

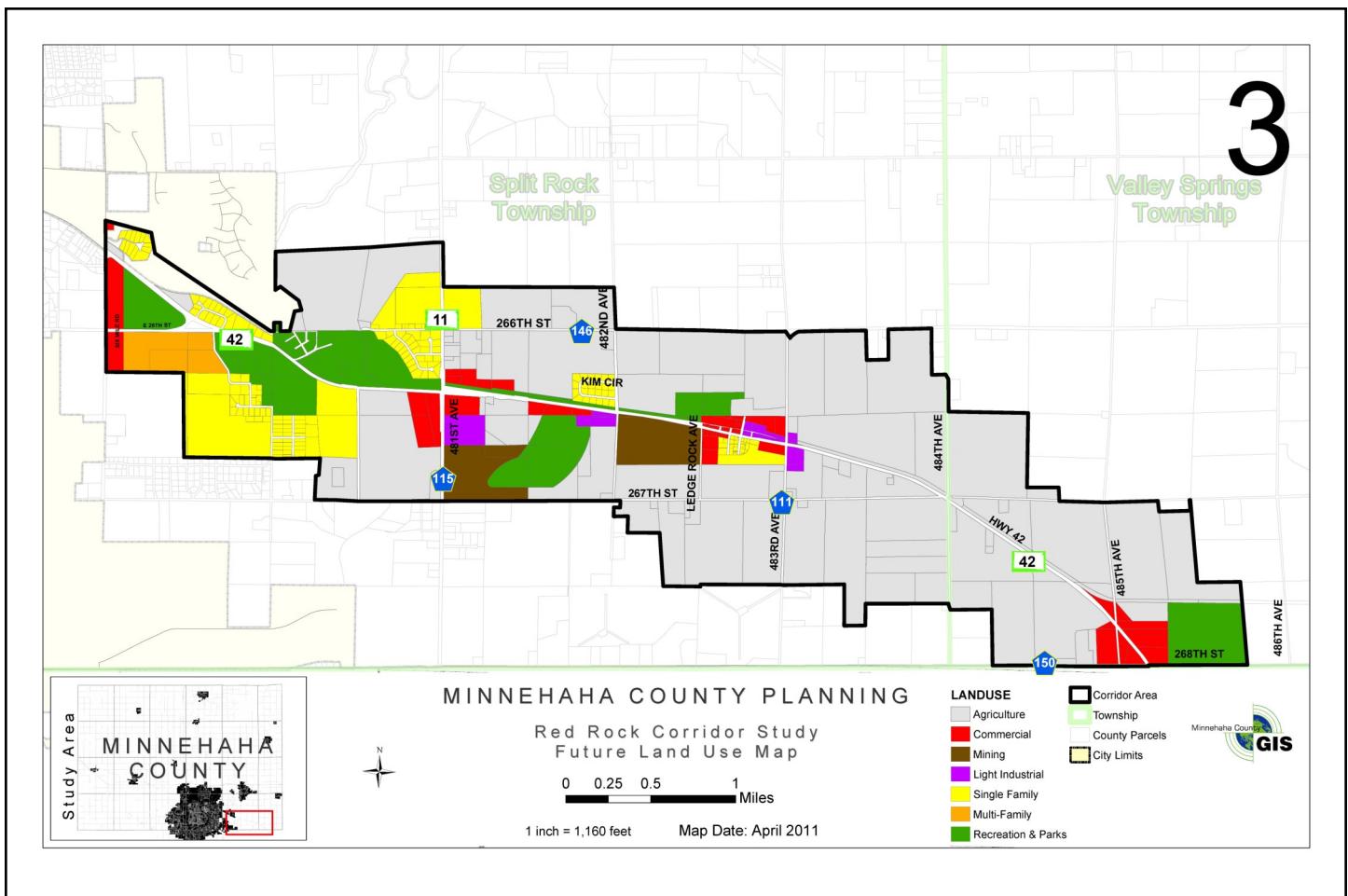


**Map 2** provided a slightly more progressive approach to the future land use than the previous scenario. This scenario expanded on the previous scenario by addressing slightly more commercial development, as well as calling out the current and future mining that is located within the corridor. Many residents were glad to see the recreation/conservation areas expanding in this scenario but were cautious of the expansion of the mining operations. However, the current mining operation in the corridor encompasses most of what is shown in this scenario and does not allow for much more expansion. This scenario received a mixed-bag of opinions from the public; either it was too much



change for those who are more in favor of the first growth scenario or was not proactive enough for those who may have been more in support for our final growth scenario.

**Map 3** The third Growth Scenario provided the most proactive approach of the three alternative land use maps. It expanded on the commercial development within “The Gateway” area of the corridor and on the amount of Rural Residential that is also allowed in the corridor. This scenario created the most diverse and variety of uses within the corridor. Many of the residents that responded were in favor of this more proactive approach to land use for the future of the Red Rock Corridor; they understood that future development is likely to occur in the corridor and were appreciative of the fact that this plan would guide future decisions and they would be aware of the types of future development.



In summary, there was a mixed variety of responses to all three of the future growth scenarios. The Planning Staff and Task Force took all of the comments into consideration and drafted a finalized future land use map, which was a combination of the

three growth scenarios presented, for the Red Rock Corridor. The Task Force also looked at making the Future Land Use map consistent with the current Minnehaha County Comprehensive Plan, which addresses the location of certain land uses.