

ACCESS PLAN

SD 11/SPLITROCK BOULEVARD
Brandon, SD

Prepared by
South Dakota Department of Transportation
City of Brandon

June, 2003

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Introduction

The City of Brandon and the South Dakota Department of Transportation have prepared this plan for future access to SD Highway 11, the primary highway facility serving Brandon, SD. SD 11, also named Splitrock Boulevard within the Brandon city limits, runs north and south, bisecting the community and providing transportation service for much of Brandon's commercial area.

This access plan serves as part of local and state access management efforts. Access management is the process of providing safe, efficient ways of getting on and off our streets and highways. The concept "concentrates on restricting the number of direct accesses to major surface streets, providing reasonable indirect access, effectively designing driveways, and enforcing safe and efficient spacing and location of driveways and signals," according to Ron Giguere, former chairman of the Transportation Research Board Access Management Committee. "There are a variety of techniques available for achieving access control. These include geometric design considerations such as medians and channelized islands that prohibit certain turning movements, consolidation actions such as shared driveways and service roads, and others such as removal and relocation of existing access and the introduction of auxiliary lanes for left and right turns. If these types of improvements are implemented correctly, users can expect smoother vehicle flow, reduced delay and fewer crashes. These benefits equate to larger aggregate cost savings in travel time, fuel consumption, property damage and injuries. In addition, there is potential for expanding market area for local businesses, reducing vehicular emissions and fostering quicker emergency response."

Planning of access is particularly important for Splitrock Boulevard. Brandon is experiencing fairly rapid growth and advance identification of access points will help prevent future accidents and congestion.

This study includes the following work items:

- Inventory of existing access points
- Consideration of land ownership
- Analysis of future transportation service
- Determination of future access points

The location of future access points will be determined based on consideration of existing access points, current land ownership and use, and the planned transportation system.

Study Area

The area studied includes the SD 11 right-of-way and adjacent properties. The study area extends from the south city limits, near the intersection with Sioux Boulevard, to the north city limits, near I-90.

Along this section of Splitrock Boulevard (SD 11), land uses range from rural residential to commercial and industrial. Some major adjacent uses include Huset's Speedway, Brandon Valley High School, two shopping plazas, and a number of churches and

retailers. Much of the development in the southern half of the study area is well established. Newer businesses and residences mix with unoccupied parcels in the northern half of the area.

The roadway is two-lane from the south end of the study area to approximately the intersection of Fleetwood Street. A five-lane urban street extends north from Fleetwood Street to Interstate 90. Splitrock Boulevard is the major north/south facility in Brandon and provides service to an interchange on I-90.

Existing Access Points

The existing access points were identified through field survey and reference to rectified air photos. They are listed in Figure 1 by MRM (mile reference marker). The MRM system is used to locate features along all state highways.

Land Ownership

Land ownership adjacent to the roadway was reviewed to determine whether existing plats are served by existing access points, or whether new access points may be needed. Copies of the plat maps, provided by Minnehaha County GIS, are included in the Appendix to this report.

Future Transportation Service

SD 11/Splitrock Boulevard was rebuilt during the period 1989-1993. The current roadway capacity is expected to provide sufficient service for at least the next 20 years. SD 11 is expected to continue to serve as the major north/south arterial through Brandon, with connection to Interstate 90. As residential development continues in the area between Sioux Falls and Brandon, SD 11 may take on a slightly greater regional transportation role.

Future Access Points

The location of future access points was determined by comparing property plats, existing access points, and SDDOT access spacing criteria. The goals of the analysis were:

1. to maintain existing access points for existing property uses, and
2. to provide access to undeveloped parcels while maintaining the safety and efficiency of the transportation facility.

The planned access is shown on Figure 2. Note that many of these access points do not meet current access standards, but are allowed because they predate current access rules. If properties adjacent to the roadway redevelop, they are subject to meeting current access standards.

FIGURE 1 - EXISTING ACCESS POINTS
SD 11 (SPLITROCK BOULEVARD) - BRANDON

MRM	+DISP	SIDE	NOTE
77.18	0.482	RIGHT	DRIVEWAY, PARCEL 100-006
77.67	0.019	RIGHT	DRIVEWAY, PARCEL 100-007
77.67	0.035	RIGHT	DRIVEWAY, PARCEL 100-006
77.67	0.158	LEFT	DRIVEWAY, PARCEL 100-013 RESIDENCE
77.67	0.168	RIGHT	DRIVEWAY, PARCEL 100-011
77.67	0.197	LEFT	DRIVEWAY, PARCELL 100-013 BUSINESS
77.67	0.219	BOTH	SIOUX BOULEVARD LEFT, DRIVEWAY RIGHT PARCEL 100-003
77.67	0.250	RIGHT	DRIVEWAY, PARCEL 100-002
77.67	0.288	RIGHT	DRIVEWAY, PARCEL 100-001
78.00	0.239	RIGHT	DRIVEWAY, PARCEL 100-001
78.00	0.248	LEFT	DRIVEWAY, PARCEL 300-025
78.00	0.294	RIGHT	DRIVEWAY, PARCEL 378-001
78.00	0.296	LEFT	DRIVEWAY, PARCEL 300-025
78.00	0.352	RIGHT	DRIVEWAY, PARCEL 378-001
78.00	0.356	LEFT	DRIVEWAY, PARCEL 300-025
78.00	0.374	LEFT	DRIVEWAY, PARCEL 300-025
78.00	0.386	RIGHT	DRIVEWAY, PARCEL 378-001
78.00	0.425	LEFT	DRIVEWAY, PARCEL 300-021
78.00	0.446	LEFT	DRIVEWAY, PARCEL 300-021
78.00	0.463	LEFT	DRIVEWAY, PARCEL 300-021
78.00	0.474	LEFT	DRIVEWAY, PARCEL 300-021
78.00	0.492	LEFT	DRIVEWAY, PARCEL 300-009
78.00	0.513	LEFT	DRIVEWAY, PARCEL 401-014
78.00	0.532	LEFT	DRIVEWAY, PARCEL 401-012
78.00	0.563	LEFT	DRIVEWAY, PARCEL 401-011
78.00	0.591	LEFT	DRIVEWAY, PARCEL 401-016
78.00	0.606	LEFT	DRIVEWAY, PARCEL 401-016
78.00	0.627	LEFT	DRIVEWAY, PARCEL 401-015
78.00	0.649	BOTH	DRIVEWAY, PARCELS 401-004 LEFT, 400-001 RIGHT
78.00	0.674	LEFT	DRIVEWAY, PARCEL 401-004
78.00	0.707	LEFT	DRIVEWAY, PARCEL 401-003
78.00	0.748	LEFT	DRIVEWAY, PARCEL 401-002
78.00	0.756	LEFT	DRIVEWAY, PARCEL 401-001
78.00	0.794	LEFT	DRIVEWAY, PARCEL 251-011
78.00	0.821	LEFT	DRIVEWAY, PARCEL 251-007
78.00	0.828	LEFT	DRIVEWAY, PARCEL 251-006
78.00	0.846	LEFT	DRIVEWAY, PARCEL 251-005
78.00	0.855	LEFT	DRIVEWAY, PARCEL 251-005
78.00	0.868	LEFT	DRIVEWAY, PARCEL 251-004
78.00	0.901	LEFT	DRIVEWAY, PARCEL 251-003
78.00	0.939	LEFT	DRIVEWAY, PARCEL 251-002
79.02	0.140	LEFT	DRIVEWAY, PARCEL 200-005
79.02	0.253	RIGHT	DRIVEWAY, PARCEL 200-002
79.31	0.000	LEFT	ASPEN BOULEVARD
79.31	0.051	RIGHT	DRIVEWAY, PARCEL 481-003
79.31	0.059	LEFT	DRIVEWAY, PARCEL 480-020

79.31	0.126	RIGHT	DRIVEWAY, PARCEL 481-001
79.50	0.000	BOTH	FLEETWOOD ST LEFT, CO. RD. RIGHT
79.55	0.000	BOTH	BEECHNUT ST LEFT, DRIVEWAY RIGHT PARCEL 352-011
79.61	0.000	RIGHT	CEDAR ST. EAST
79.62	0.000	LEFT	CEDAR ST. WEST
79.62	0.030	RIGHT	DRIVEWAY, PARCEL 351-001
79.62	0.052	BOTH	HIGH SCHOOL DRIVE LEFT, COMMERCIAL DRIVE RIGHT PARCEL 304-010
79.72	0.000	BOTH	HIGH SCHOOL DRIVE LEFT, COMMERCIAL DRIVE RIGHT PARCEL 304-004
79.74	0.000	RIGHT	BRANDON PLAZA DRIVEWAY, PARCELS 304-003, 304-020, 304-017
79.80	0.000	BOTH	HIGH SCHOOL DRIVE LEFT, RUSHMORE DR RIGHT
79.80	0.022	LEFT	DRIVEWAY, PARCEL 426-004
79.89	0.000	BOTH	HOLLY BLVD LEFT, SYLVAN DR RIGHT
79.89	0.022	LEFT	DRIVEWAY, PARCEL 276-007
79.89	0.078	LEFT	DRIVEWAY, PARCEL 276-025
79.89	0.122	LEFT	DRIVEWAY, PARCEL 276-016
79.89	0.140	LEFT	TEAKWOOD DRIVE
79.89	0.185	LEFT	DRIVEWAY, PARCEL 201-018
80.10	0.000	RIGHT	NEEDLES DRIVE
80.10	0.015	LEFT	DRIVEWAY, PARCEL 201-018
80.22	0.000	BOTH	KEYSTONE DRIVE
80.32	0.000	BOTH	TETON DRIVE
80.32	0.011	RIGHT	DRIVEWAY, PARCEL 105-029
80.32	0.037	RIGHT	DRIVEWAY, PARCEL 105-029
80.32	0.044	LEFT	DRIVEWAY, PARCEL 201-002
80.39	0.000	BOTH	REDWOOD BOULEVARD
80.39	0.037	BOTH	DRIVEWAY, PARCELS 478-005 LEFT, 300-016 & 300-018 RIGHT
80.39	0.059	RIGHT	DRIVEWAY, PARCEL 300-014
80.49	0.000	BOTH	BIRCH ST LEFT, DRIVEWAY RIGHT PARCEL 300-014
80.49	0.033	RIGHT	BIRCH ST EAST
80.64	0.116	RIGHT	DRIVEWAY, PARCEL 300-001
80.68	0.000	LEFT	ASH STREET
80.68	0.044	LEFT	DRIVEWAY, PARCELS 426-008 & 426-010
80.68	0.0700	LEFT	DRIVEWAY, PARCELS 426-010 & 426-009
80.87	0.000	BOTH	I-90

FIGURE 2 - PLANNED ACCESS POINTS

SD 11 (SPLITROCK BOULEVARD) - BRANDON

MRM	+DISP	SIDE	NOTE
77.18	0.482	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
77.67	0.019	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
77.67	0.035	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
77.67	0.158	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
77.67	0.168	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
77.67	0.197	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
77.67	0.219	BOTH	MAINTAIN LOCAL STREET INTERSECTION (SIOUX BOULEVARD)
77.67	0.250	RIGHT	COMBINE WITH 77.67+.288 AT NEXT RECONSTRUCTION
77.67	0.288	RIGHT	COMBINE WITH 77.67+.250 AT NEXT RECONSTRUCTION
78.00	0.239	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.248	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.294	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.296	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.352	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.356	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.374	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.386	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.425	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.446	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.463	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.474	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.492	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.513	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.532	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
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78.00	0.606	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.627	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.649	BOTH	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS

78.00	0.674	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.707	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.748	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.756	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.794	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.821	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.828	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.846	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.855	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.868	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.901	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
78.00	0.939	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.02	0.140	LEFT	REDEVELOPMENT OF PARCEL 200-006 THROUGH THIS ACCESS ONLY, MOVE TO 79.02+.031 L
79.02	0.253	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.31	0.000	LEFT	MAINTAIN LOCAL STREET INTERSECTION, (ASPEN BOULEVARD)
79.31	0.051	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.31	0.059	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.31	0.126	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.50	0.000	BOTH	MAINTAIN LOCAL STREET INTERSECTION (FLEETWOOD STREET)
79.55	0.000	BOTH	MAINTAIN LOCAL STREET INTERSECTION (BEECHNUT STREET)
79.61	0.000	RIGHT	MAINTAIN LOCAL STREET INTERSECTION (CEDAR STREET EAST)
79.62	0.000	LEFT	MAINTAIN LOCAL STREET INTERSECTION (CEDAR STREET WEST)
79.62	0.030	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.62	0.052	BOTH	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.72	0.000	BOTH	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.74	0.000	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.80	0.000	BOTH	MAINTAIN LOCAL STREET INTERSECTION (RUSHMORE DRIVE)
79.80	0.022	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.89	0.000	BOTH	MAINTAIN LOCAL STREET INTERSECTION (HOLLY BLVD., SYLVAN DRIVE)
79.89	0.022	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.89	0.078	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
79.89	0.122	LEFT	ELIMINATE UNUSED DRIVEWAY CUT
79.89	0.140	LEFT	MAINTAIN LOCAL STREET INTERSECTION (TEAKWOOD DRIVE)

79.89	0.185	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.10	0.000	RIGHT	MAINTAIN LOCAL STREET INTERSECTION (NEEDLES DRIVE)
80.10	0.015	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.22	0.000	BOTH	MAINTAIN INTERSECTION, ACCESS TO PARCEL 201-114 AT KEYSTONE AND TETON ONLY
80.32	0.000	BOTH	MAINTAIN INTERSECTION, ACCESS TO PARCEL 201-114 AT KEYSTONE AND TETON ONLY
80.32	0.011	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.32	0.037	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.32	0.044	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.39	0.000	BOTH	MAINTAIN LOCAL STREET INTERSECTION (REDWOOD BOULEVARD)
80.39	0.037	BOTH	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.39	0.059	RIGHT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.49	0.000	BOTH	MAINTAIN LOCAL STREET INTERSECTION (BIRCH STREET WEST)
80.49	0.033	RIGHT	MAINTAIN BIRCH STREET (EAST) INTERSECTION
80.49	0.097	RIGHT	PROPOSED ACCESS TO PARCEL 300-039
80.49	0.097	LEFT	PROPOSED ACCESS TO PARCEL 428-004
80.64	0.116	RIGHT	MAINTAIN EXISTING DRIVEWAY, MOVE TO SOUTH PROPERTY LINE WITH REDEVELOPMENT
80.68	0.000	LEFT	MAINTAIN LOCAL STREET INTERSECTION (ASH STREET)
80.68	0.044	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.68	0.0700	LEFT	MAINTAIN EXISTING DRIVEWAY UNTIL PROPERTY REDEVELOPS
80.87	0.000	BOTH	MAINTAIN INTERSTATE CONNECTION

Conclusions

Much of the access along SD 11/Splitrock Boulevard in Brandon is well established. Driveways have been installed to serve residences, schools and businesses that existed there for years.

This plan recognizes the existing access points and plans future access points to serve properties that are likely to develop within the next 20 years.

APPENDIX
Air Photos and Parcel Maps



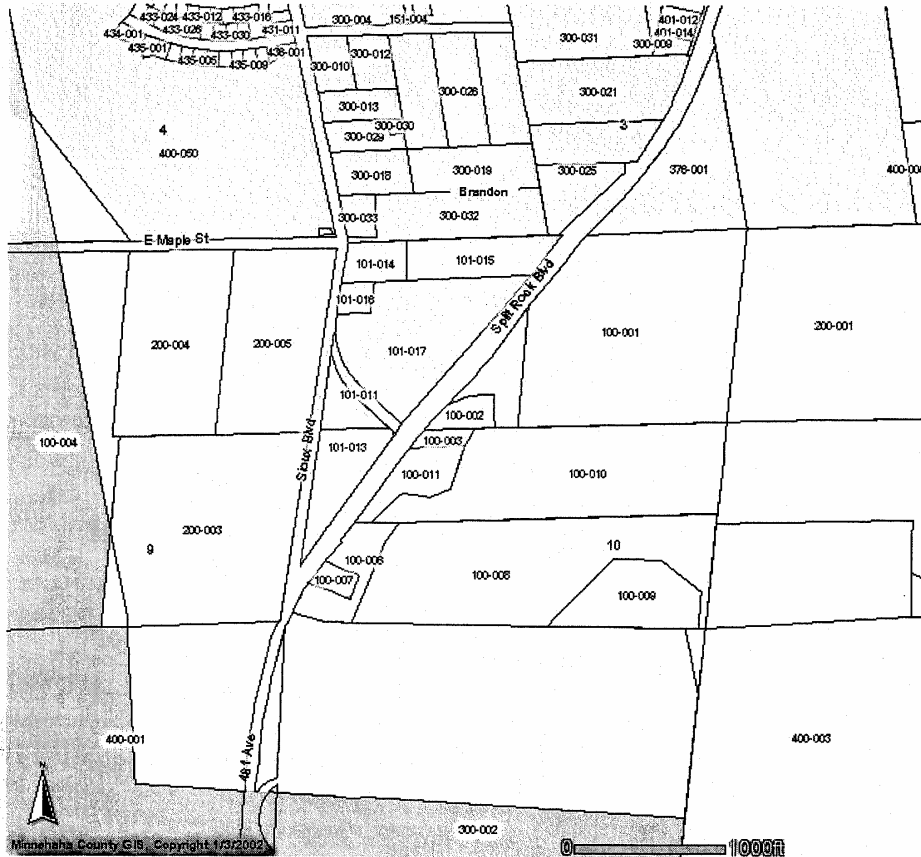








Minnehaha County, SD



- Legend**
- Parcel Labels
 - Section Labels
 - Road Labels
 - Parcel Boundaries
 - Parcels
 - Sioux Falls City Limits
 - Municipality Boundary
 - MC Zoning
 - Rural Res.(RR)
 - Rural Res.(RRS)
 - General Ind(1-2)
 - Light Ind(1-1)
 - Rural Res.(RR1)
 - Recreation Dev.(RC)
 - Commercial (C)
 - Rural Res.(RA1)
 - Rural Res.(R1)
 - Planned Dev.(PD)
 - Rural Res.(RS2)
 - Rural Res.(RS1)

Disclaimer:
 This drawing is not a legally recorded map or a survey and is not intended to be used as such. It is a compilation of information located in various City and County offices, and other sources. The City of Sioux Falls and Minnehaha County are not responsible for any errors in the drawing. If errors are found, please contact the Planning and Zoning Department of Minnehaha County. This drawing was electronically reproduced on the Minnehaha County's Geographic Information System.



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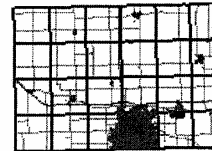
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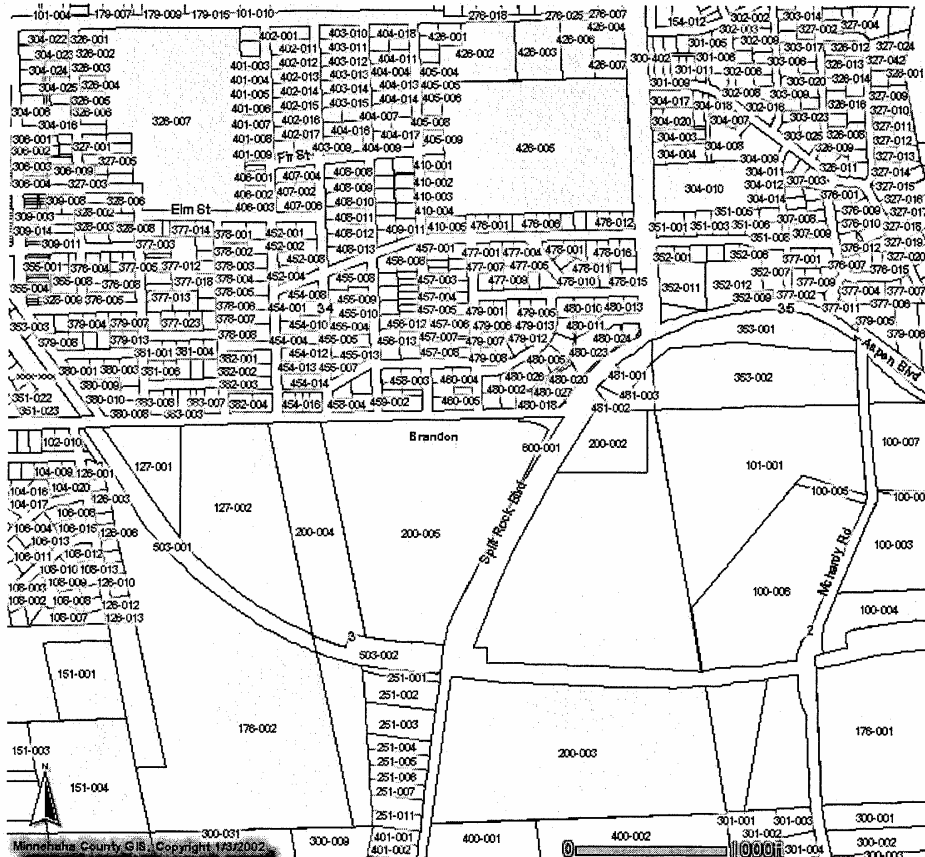
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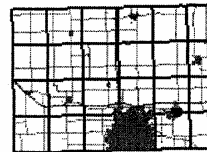
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Minnehaha County, SD



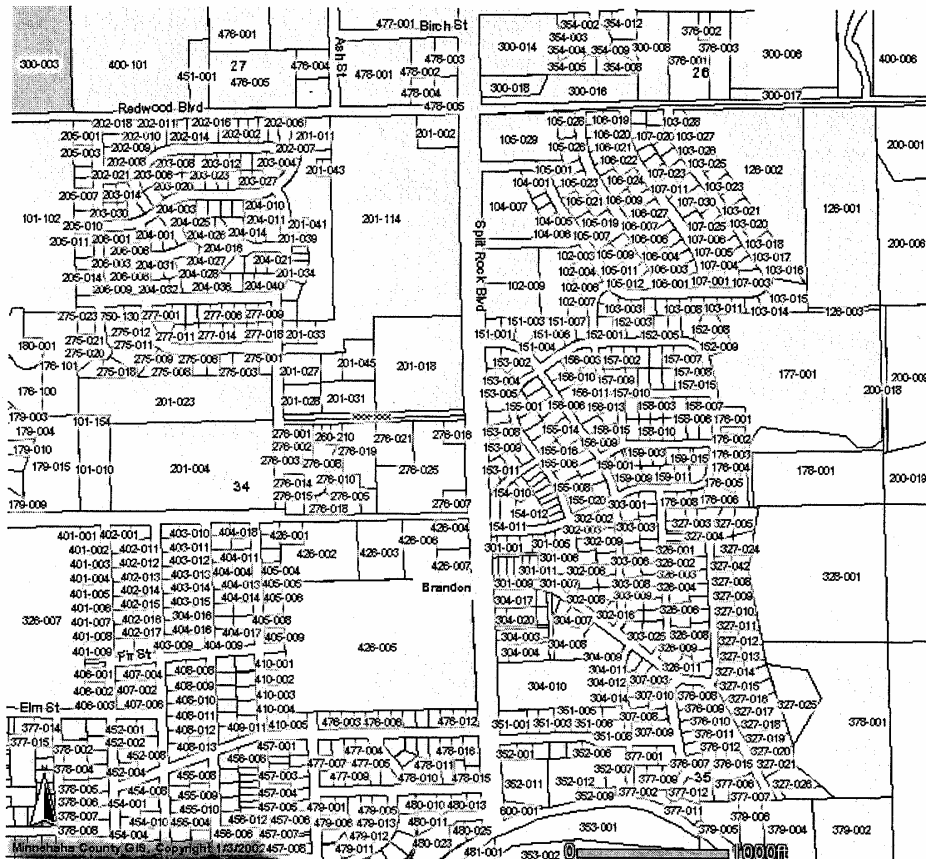
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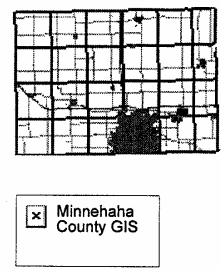
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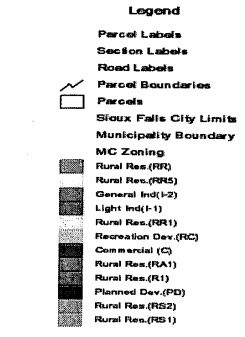
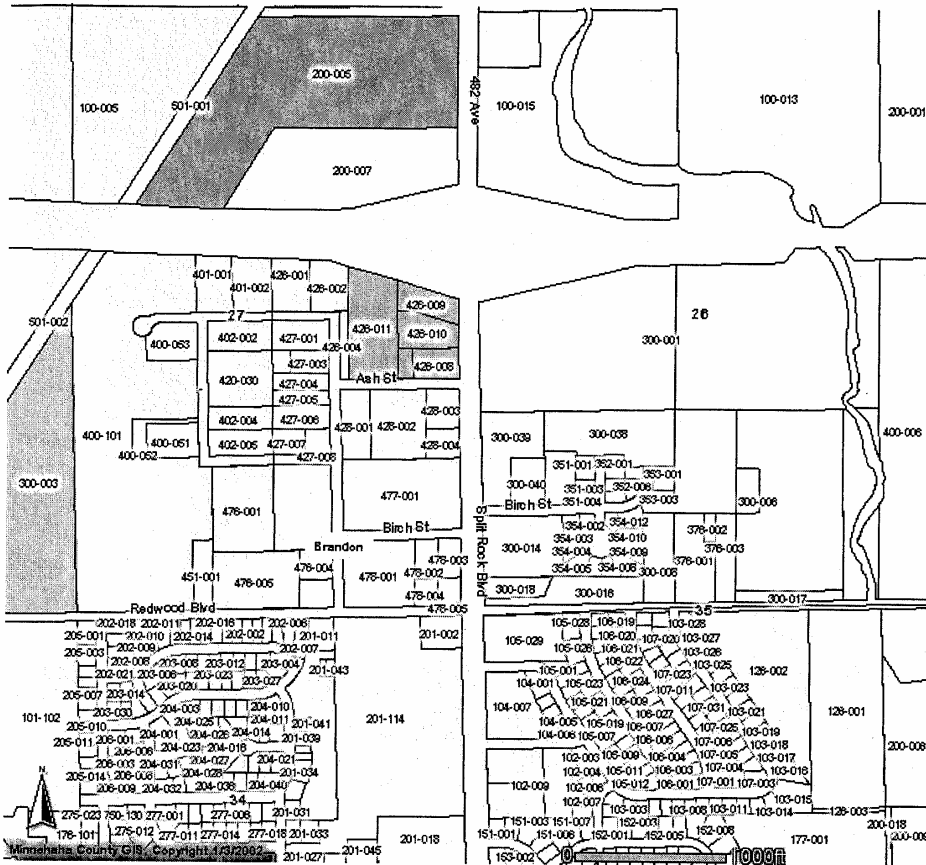


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 - Rural Res (RS1)

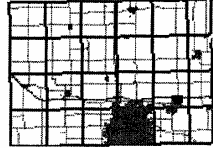
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