



**INVER GROVE HEIGHTS  
ECONOMIC DEVELOPMENT AUTHORITY AGENDA  
MONDAY, MAY 12, 2014  
CITY HALL COUNCIL CHAMBERS  
5:00 P.M.**

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. CONSENT AGENDA**

A. Approve Minutes from the February 10, 2014 Regular Economic Development Authority Meeting \_\_\_\_\_

B. Approve Claims \_\_\_\_\_

**4. REGULAR AGENDA**

A. Discuss Concord - Dickman \_\_\_\_\_

B. Consider Progress Plus Update \_\_\_\_\_

C. Consider Concord Update \_\_\_\_\_

D. Consider Gun Club Update \_\_\_\_\_

**5. MISCELLANEOUS INFORMATION ITEMS**

A. Chamber of Commerce Dues

B. EDA 2014 Work Plan

C. Next Meeting – August 11, 2014

**6. ADJOURN** \_\_\_\_\_

**INVER GROVE HEIGHTS ECONOMIC DEVELOPMENT AUTHORITY MEETING  
MONDAY, FEBRUARY 10, 2014 – 8150 BARBARA AVENUE**

**CALL TO ORDER/ROLL CALL** The Economic Development Authority (EDA) of Inver Grove Heights met on Monday, February 10, 2014, in the City Hall Council Chambers. President Tourville called the meeting to order at 5:00 p.m. Present were Economic Development Authority members Bartholomew, Madden, Mueller, and Piekarski Krech; Executive Director Link, City Attorney Kuntz, and City Administrator Lynch

**3A. Minutes**

**Motion by Bartholomew, second by Mueller, to approve the minutes from the November 12, 2013 Regular Economic Development Authority Meeting.**

**Ayes: 5**  
**Nays: 0**      **Motion carried.**

**Motion by Mueller, second by Madden, to approve the minutes from the January 13, 2013 Special Economic Development Authority Meeting.**

**Ayes: 4**  
**Nays: 0**  
**Abstain: 1**    **Piekarski Krech**      **Motion carried.**

**3B. Claims**

Mr. Link advised that the claims for this quarter relate mostly to recent EDA acquisitions. He noted that an additional invoice will be forthcoming for the demolition of the residence at 8195 Babcock Trail as some of the work could not be done until spring.

Boardmember Piekarski Krech questioned why Chamber membership fees were paid out of the EDA budget.

President Tourville replied that Chamber memberships must come out of the EDA budget rather than the General Fund budget.

Dian Piekarski, 7609 Babcock Trail, questioned why the Police Chief and City Administrator had Chamber memberships rather than the EDA Executive Director/Community Development Director.

Mr. Link advised that although he was not a member, he attended some of the Chamber meetings.

President Tourville advised that Mr. Link could become a member if he so desired, as could all department heads.

Ms. Piekarski asked if the EDA would pay for all Chamber memberships should all the department heads want to be members.

President Tourville replied they would be looked at on an individual basis.

Ms. Piekarski questioned why the DEED grant would be getting Council approval rather than EDA approval. She stated it was her understanding that the DEED grant would be used to acquire property and it would make sense that whatever entity was approving and handling the DEED grant would also be the entity to incur the acquisition expenses.

Mr. Link replied that to some extent it was semantics as the EDA and the City Council were comprised of the same people. He advised he would have to check with Mr. Lynch on whether or not the City Council had to make grant application or whether the EDA could make application as well.

Ms. Piekarski questioned why the DEED grant was not being discussed at this time as it seemed of high importance. She stated that even though the EDA and City Council were made up of the same people they were two different organizations and therefore things should flow through those organizations in the correct manner. She asked the City Attorney for clarification of the proper flow of approvals and dollars.

Mr. Kuntz advised that the legislation states that the City may apply for the grant, and a narrative explaining the details of the proposed project is also required. The plan is for the City Administrator to state in the application itself that the City of Inver Grove Heights, pursuant to the statute, hereby applies for money and intends to give it to the EDA, the economic arm of the City, for them to use to acquire property and eventually resell it. At some point the Council will then approve the grant application, and then approve a transfer of monies to the EDA for the acquisition, and the EDA will have to approve the acquisition. This will provide transparency as to where the money will be going. In regard to the action being taken tonight, Mr. Kuntz stated that even though the EDA has not yet voted on the acquisition, having a Phase I and other consultant work done to explore the property for possible acquisition would be a legal expenditure.

Ms. Piekarski asked if it would be more appropriate to discuss the DEED grant once it becomes available.

President Tourville replied in the affirmative, stating the EDA had not seen the completed application yet. He stated it was his understanding that approval of the application was not on tonight's agenda.

Mr. Link advised that was correct.

**Motion by Bartholomew, second by Mueller, to approve disbursements from November 12, 2013 to February 9, 2014.**

**Ayes: 5**

**Nays: 0 Motion carried.**

#### **4A. Public Hearing Relating to the Creation of Economic Development District No. 5**

President Tourville opened the public hearing relating to the creation of Economic Development District No. 5. He advised that in order to purchase the Frederick property it must be in an economic development district. That district could include just the Frederick properties or it could include additional properties as well.

Mr. Link advised that the EDA is being asked to consider the creation of an economic development district as well as approval of a purchase agreement between the EDA and Aaron Frederick. Mr. Frederick approached the City several months ago expressing an interest in selling his property. Mr. Link advised that the Frederick property is in one of the four redevelopment sites that the City Council identified in the Concord Boulevard Neighborhood Plan. If the EDA were to acquire the property, they would remove the buildings and sell the property for redevelopment at some future undetermined time. Minnesota Statutes require that before the EDA acquires a property it must be in a development district and a public hearing must be held. The EDA is being asked to identify the boundaries of the development district. Option 1 would include only the Frederick property. The Frederick's have a residential property on the west side of Dickman Trail and commercial property on the east side of the street. The commercial property consists

of four different tax parcels. Option 2 would include the entire redevelopment area, which would include other property owners as well. A third option would be to include only some of the properties in Option 2.

President Tourville noted that the Frederick property must be included in whichever option was adopted.

Mr. Link advised that staff is recommending Option 2, which is consistent with the City's Concord Boulevard Neighborhood Plan and would avoid the expense and time of having to go through this process again if the EDA would acquire another property.

Frank Rauschnot, 6840 Dixie Avenue, suggested that the EDA deal with only the Frederick property at this time. He stated he would like direction from the City as to a plan for the area and whether he can expand, move his business down Dickman Trail, etc.

President Tourville asked Mr. Rauschnot if he wanted to be included in the development district at this point in time.

Mr. Rauschnot replied he did not. He would like the City to have a concrete plan for this area; keeping it industrial rather than residential.

Bill McPhillips, 11798 Akron Avenue, stated he was the owner of 6971 Dickman Trail. He asked for details of the request, including whether the properties were being rezoned.

Mr. Link advised that a rezoning is not being considered at this time. He explained that the Fredericks approached the City expressing an interest in selling their property. In order to proceed with an EDA acquisition the Frederick property must be in an economic development district. The question before the EDA tonight is which properties should be included or excluded in that district.

Mr. McPhillips asked if the creation of an economic development district consisting only of the Frederick property would affect the zoning of his property and would he be able to sell it to someone other than the City.

Mr. Link replied that Mr. McPhillips' property would remain zoned I-1. He stated that Mr. McPhillips has a conditional use permit which gives him legal rights to continue his operation or he could sell his property to someone else who wanted to do the same thing.

Mr. McPhillips asked what the advantage was of creating the larger economic development district.

Mr. Link replied it would be consistent with the City's Concord Boulevard Neighborhood Plan and if at some point a property owner in the development district wanted to sell their property to the City, it would save time and make the process easier.

Mr. McPhillips asked for more details of the process.

President Tourville responded that the EDA would be the entity purchasing the Frederick property. Any property purchased by the EDA must be in an economic development district.

Mr. McPhillips asked if Ace Blacktop or Southeast Towing were included in the proposed development district.

Mr. Link replied at this time they were not proposed to be included in Development District No. 5 as the southern border of Option 2 was north of Ace Blacktop and Southeast Towing.

Mr. McPhillips asked why the southern border was put in that location.

Mr. Link replied it has not yet been determined how large the redevelopment area should be and whether it should be industrial or residential. Because those questions remain unanswered the City chose to include the area most directly identified for redevelopment.

Boardmember Bartholomew clarified that the EDA can negotiate for a property that is not in a development district; however, they cannot actually purchase it until it is part of an economic development district.

Ms. Piekarski asked if the City had received paperwork in regard to Ms. Frederick having power-of-attorney.

Mr. Kuntz replied the City had received evidence of two different powers-of-attorney, both running to Paulette Frederick.

Ms. Piekarski expressed a concern that placing a property in an economic development district could potentially limit resale opportunities. She suggested approving the option that had the least impact. Ms. Piekarski asked if the City, rather than the EDA, had the authority to buy and sell property.

Mr. Kuntz explained that for various authorized uses the City has purchased property for storm ponds, golf courses, city halls, fire stations, park development, etc. However, for the EDA to acquire property for economic development the property must be in an economic development district.

Boardmember Madden stated he would like to see a land use plan in place for the area in question. Because of the existing railroad, refinery, etc. he believes industrial would be a better fit than residential. He advised he did not recall the plan that Mr. Rauschnot referenced earlier for his business and stated in the future he would like to be informed of all such information.

President Tourville advised that all Councilmembers were informed of Mr. Rauschnot's proposal; however, at the time it was determined the two sides were too far apart to proceed with negotiations.

Mr. Rauschnot stated he would like to see a concrete plan for the area so everyone could plan for the future. He stated the relocation plan he submitted to the City a few years ago was aggressive, but was meant to be a starting point for negotiations. He would like to remain in the area as it is centered to his customer base and his plan to relocate down the street would allow him to expand and build more boats. He reiterated that he would like to include only the Frederick property in Economic Development District No. 5 at this time.

Kathy McPhillips, 6971 Dickman Trail, asked if anyone that initially agreed to be a part of the development district could choose to opt out at a later time. Also, once a development district is created, is it there forever or is there a statute of limitations on how long it exists.

Mr. Kuntz stated that development districts do not have a limit by statute. He noted that properties in a development district must be contiguous to each other. He stated he had not researched into whether a person could opt out of a development district that they were a part of, but he believed they could by going through the public hearing process to amend the boundaries of the district.

Ms. McPhillips asked if the City had a specific timeframe for when they would determine the final plan for this area.

Mr. Link replied they currently had no specific timeframe.

President Tourville asked if the McPhillips wanted to be included in the development district.

Boardmember Piekarski Krech questioned whether the McPhillips could be included since their property was not contiguous.

Mr. Kuntz stated that moving southward from the Frederick property was the Darrow property, the McPhillips property, and then the River Country Cooperative property. The EDA could include the McPhillips in the development district if they chose Option 3 and extended the district from the Fredericks property southward to River Country Cooperative.

President Tourville noted that Mr. Rauschnot would not be part of the district because he opted out.

Boardmember Piekarski Krech asked if staff had communicated with the Darrows.

Mr. Link advised that he received four phone calls regarding this proposal. Three of the proposals were general inquiries from River Country Cooperative, Xcel, and the Darrows, none of which voiced any objections. The fourth inquiry was from Dian Piekarski in regard to the Concord Boulevard Neighborhood Plan.

Mr. Rauschnot stated that economic development should create long-term jobs and therefore industrial would be a better option than residential. He noted that certain types of housing could put a strain on City services (i.e. police, fire, school, etc.).

President Tourville stated this proposal would not change any existing zoning.

Mr. McPhillips noted that two of the houses he owned on Dickman Trail did not have a conditional use permit. He asked Mr. Link if he would be allowed to sell those two houses to someone other than the City if they were included in the development district.

Mr. Link replied that being in a development district would not impact his ability to sell to someone other than the City. He noted that the houses were legal non-conforming residential uses which were grandfathered in and could be sold as such.

Mr. McPhillips asked what the advantage would be of being included in the development district.

Mr. Link replied the advantage of being included in the development district tonight was that, if Mr. McPhillips chose at some point to ask the EDA to acquire his property, he would not have to go through the lengthy public hearing process.

Mr. McPhillips stated he would like to be included in Economic Development District No. 5.

Boardmember Bartholomew asked if the conditional use permit would stay with a property in an economic development district if the property were sold.

Mr. Link replied in the affirmative.

Boardmember Mueller asked if the conditional use permit would stay with the land.

Mr. Link replied in the affirmative.

Boardmember Bartholomew stated he would not want the property owner's rights to go away once they were in an economic development district.

Mr. Link advised that the economic development district would not impact the conditional use permit.

Boardmember Piekarski Krech agreed with Mr. Rauschnot that the City should decide sooner rather than later what the proposed plan was for the area. She noted there were several legal non-conforming houses in the area and hopefully they could avoid perpetuating the conflicting land use.

Mr. Link advised there were 5-6 houses in the area.

Boardmember Piekarski Krech stated she was not in favor of creating a development district and then just holding onto the land. She would like to have a well thought out plan of what they would like to do with it, as well as a timeframe.

Boardmember Madden stated they should determine whether it would be industrial or residential.

President Tourville restated the three options.

Boardmember Piekarski Krech stated that Mr. Rauschnot has stated he does not want to be included.

President Tourville noted that Option 2 would then be out because Mr. Rauschnot's property was included in that option. Option 1 would include just the Frederick property and Option 3 was a combination of properties which could allow Mr. McPhillips to be part of it.

Boardmember Madden suggested Option 1 as he would like to give everyone involved in Option 3 more time to decide what they want to do.

Boardmember Bartholomew agreed with Boardmember Madden, stating he was in favor of Option 1 only.

**Motion by Madden, second by Piekarski Krech, to close the public hearing.**

**Ayes: 5**  
**Nays: 0      Motion carried**

**Motion by Madden, second by Mueller, to approve Option 1, Resolution EDA 14-02 approving the creation of Economic Development District No. 5, (Frederick Property).**

**Ayes: 5**  
**Nays: 0      Motion carried.**

**Motion by Madden, second by Bartholomew, to approve Resolution EDA 14-03 approving a purchase agreement between the City of Inver Grove Heights Economic Development Authority and Aaron M. Frederick relating to the purchase of property located at 6845 Dixie Avenue East and 6836 Dickman Trail.**

**Ayes: 5**  
**Nays: 0      Motion carried.**

## 5. REGULAR AGENDA

### A. Approve 2014 EDA Work Plan

Mr. Link summarized the draft work plan which focuses on four activities, including redevelopment in the Concord area, the Gun Club site, EDA financing, in particular how other cities finance their EDA's, and the economic development specialist. Mr. Link requested that the EDA take action by identifying the issues they would like to focus on in the coming year.

Boardmember Mueller stated the Gun Club site and the Southeast Quadrant were important to him and he felt it should be a priority. He did not want to focus on the redevelopment of the north end of Concord or south of 66<sup>th</sup> Street at this time as it was likely a couple of years out.

President Tourville questioned the economic development specialist position due to budget concerns.

Boardmember Piekarski Krech stated that adopting a mission and vision for the City should be a priority as it was difficult to establish a work plan without it.

President Tourville agreed, stating that is why the City Administrator recommended scheduling a strategic meeting.

Boardmember Bartholomew stated that previous discussions regarding the economic development specialist position resulted in such a large gap between what the EDA and staff felt the salary should be and, therefore, he would recommend removing that from the work plan.

Boardmember Madden agreed.

President Tourville stated he would agreeable to removing the economic development specialist discussion and retaining the other three items on the draft work plan.

Boardmember Piekarski Krech noted that something else could arise that the EDA felt had more priority.

Boardmember Madden replied they would then add it to the work plan.

President Tourville asked if there were other issues Boardmember Piekarski Krech wanted added to the work plan.

Boardmember Piekarski Krech stated she did not have anything specific at this time, but something could come up in the future.

President Tourville stated the work plan was not binding, but would ensure they continue to get information on the identified issues.

Boardmember Piekarski Krech stated she was simply concerned about how the motion was stated.

Boardmember Bartholomew suggested perhaps phrasing the motion to accept the work plan as stated with the knowledge that the EDA could add anything to it at any time.

Boardmember Madden suggested they add the verbiage 'or change it at any time'.

**Motion by Madden, second by Bartholomew, to approve the 2014 EDA Work Plan minus the Economic Development Specialist, with the understanding that the EDA could add to or change it at any time.**

**Ayes: 5**

**Nays: 0      Motion carried.**

**B. 2014 Progress Plus Work Plan**

Jennifer Gale, Progress Plus, distributed a supplement and summarized the draft 2014 Work Plan. She advised that one of the major changes they are recommending would be to develop a public relations plan and subscribe to Vocus. Vocus would provide them the opportunity to target specific media outlets in the country. They would welcome recommendations from the EDA and City staff as to specific businesses or developments they would like to promote. They could do up to two focused articles per month and this would replace the focused development pieces they did last year. They are also looking to facilitate an Economic Impact Study of the Union Pacific Railroad. The railroad asked Progress Plus to participate in this as the University of Minnesota Extension Services will only work with community organizations. The study will assess the following three components: 1) the economic contribution of the rail yard operations, 2) the economic impact related to anticipated rail yard improvements, including hiring additional people, and 3) the economic impact related to anticipated rail yard improvements. She advised they have asked for a meeting with Union Pacific to go over the South St. Paul and Inver Grove Heights redevelopment plans for Concord Boulevard so they can be incorporated into the rail yard improvements they plan to make.

President Tourville suggested that Union Pacific be advised that the City is considering a quiet zone.

Ms. Gale replied that she had already informed them of that possibility. Progress Plus also plans to compile a comprehensive list of businesses in the City utilizing information from the Chamber of Commerce, the City, possibly the State, and also working with a mail house. She noted that the list is only as good as the day it is generated and that keeping it current would be difficult.

Boardmember Mueller asked if Ms. Gale could email their monthly reports to Councilmembers as well.

Ms. Gale replied in the affirmative.

**C. Progress Plus Update**

Ms. Gale summarized the last quarter activities. She noted that the two owners of Stoneman Masonry are looking for investors to take their business to a new level by purchasing or building a new workspace. Progress Plus referred them to Open to Business to learn of investment opportunities and to refine their business plan. They also met with a construction company who is looking to purchase land to either build a building or perhaps looking for financial assistance. They also met with two other companies in South St. Paul considering expansion. Ms. Gale met with Samantha Damaggio of the City of Shakopee to learn about their business attraction efforts and why they are getting large businesses to come to their community. The City of Shakopee has been undertaking a number of activities to attract business, one of them being a façade improvement program in which businesses can apply for a forgivable loan for exterior-building improvements. Tax abatement, TIF, and Shakopee's broadband expansion program have also played a significant role in bringing in businesses.

Ms. Gale reminded Boardmembers that they were invited to attend Progress Plus's annual board meeting next week.

**D. Elect Officers**

Boardmember Piekarski Krech suggested electing a different President as a way of distinguishing the EDA and the City Council as two different entities

President Tourville suggested the current officers rotate their positions with Piekarski Krech now serving as President, Bartholomew as Vice-President, and himself as Treasurer.

**Motion by Tourville, second by Madden, to appoint Piekarski Krech as President, Bartholomew as Vice-President, Tourville as Treasurer, the City's Finance Director as Assistant Treasurer, and the Executive Director's designee as Secretary.**

**Ayes: 5**

**Nays: 0      Motion carried.**

**6. NEXT MEETING**

President Tourville questioned the next meeting date.

Mr. Link advised that the next meeting was scheduled for May 12<sup>th</sup> rather than May 13<sup>th</sup> as listed on the agenda.

**Motion by Mueller, second by Piekarski Krech, to schedule the next EDA meeting to Monday, May 12, 2014 at 5:00 p.m.**

**Ayes: 5**

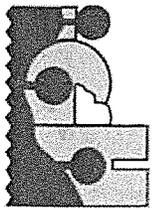
**Nays: 0      Motion carried.**

**7. ADJOURNMENT:** Motion by Piekarski Krech, second by Bartholomew, to adjourn. The meeting was adjourned by unanimous vote at 6:25 p.m.

# City of Inver Grove Heights EDA Fund 290

## Budget vs Actual through 3/31/14

Account Description	2014 Amended		
	Budget	3/31/14 Actual	Budget Remaining
Investment Earnings	3,500.00	2,817.23	682.77
Miscellaneous Revenue	-	-	-
Operating Transfers In	500.00	-	500.00
Contribution from Retained Earnings	56,900.00	-	56,900.00
<b>Total Revenue</b>	<b>60,900.00</b>	<b>2,817.23</b>	<b>58,082.77</b>
Personnel	15,300.00	3,540.95	11,759.05
Prof/Tech Services	17,800.00	3,820.93	13,979.07
Purchased Services	400.00	107.61	292.39
Other Purchased Services	27,200.00	16,949.28	10,250.72
Supplies	200.00	-	200.00
Land Purchase	-	5,000.00	(5,000.00)
<b>Total Expenditure</b>	<b>60,900.00</b>	<b>29,418.77</b>	<b>31,481.23</b>
<b>Fund 290 Surplus (Deficit)</b>	<b>-</b>	<b>(26,601.54)</b>	<b>(26,601.54)</b>
Claim on Cash	<b>199,053.46</b>		
Land Available for Sale	<b>1,138,500.00</b>		
Loan from Host Community Fund for Land Purchase	<b>1,000,000.00</b>		



City of Inver Grove Heights

Date Range: 12/31/2013 - 4/25/14

Detail Report
Account Detail

Table with columns: Account Name, Fund: 290 - EDA, Post Date, Source Transaction, Description, Vendor, Amount, Running Balance. Includes entries for 'Claim on Cash', 'Beginning Balance', 'Transfers', 'Liabilities', 'Allocations', 'Demolition', 'Acquisitions', 'Payroll', 'Development costs', 'Publication costs', 'Record March', 'Record April', 'Record 1st Qtr', 'Xcel Energy Refund', and 'GENESIS EMPLOYEE BENEFITS, INC'.

**CITY OF INVER GROVE HEIGHTS**

**TO:** Inver Grove Heights Economic Development Authority  
**FROM:** Thomas J. Link, Director of Community Development   
**DATE:** April 24, 2014  
**SUBJECT:** Concord Boulevard Redevelopment – Dickman Trail

**ACTION REQUESTED:** In response to recent Economic Development Authority (EDA) discussions, the EDA is to discuss the future plans for the redevelopment of the Dickman Trail Area and provide staff further direction. In particular, the EDA is to discuss the industrial and residential development alternatives.

**BACKGROUND:** In December, 2012, the City Council adopted the Concord Boulevard Neighborhood Plan and the Design Guidelines. These two documents provide plans for the long-range redevelopment of the Concord Neighborhood and focus short-term efforts on four 'catalyst' sites, including the Dickman Trail Area.

The purpose of the redevelopment is to strengthen the neighborhood and businesses by:

- Increasing property values
- Increasing tax base
- Increasing employment
- Increasing customer base
- Improving the attractiveness of the neighborhood

The Design Guidelines, excerpts of which are attached, assist development by providing 'direction to prospective developers, informing them what land use and building types are desired for the specific catalyst sites and how development should be configured'. The guidelines provide direction on:

- Stormwater management
- Multimodal transportation
- Way-finding signs
- Visual character
- Honoring history
- Neighborhood densities
- Synergy of uses

In regard to visual character, the guidelines state that 'development in the neighborhood should elevate the identity of the neighborhood for visitors, residents, and people working in the area. This includes development of vacant parcels and redevelopment or reinvigoration of tired buildings and lots'. It further states that 'materials used in development should be of a high quality, long-lasting, durable, and finished to an elevated level of detail.' Specific to density, the guidelines state that 'all projects are anticipated to elevate densities in the neighborhood' so as to 'support and strengthen the existing and expanded commercial, retail and other services provided in the neighborhood.'

Ehlers Associates, the City's financial consultant, performed a financial feasibility analysis of redevelopment in the Dickman Trail Area. Excerpts from that financial analysis are attached. Their conclusion was that the residential development scenario was more feasible, from a financial perspective, than the industrial scenario. Their analysis of the Dickman Trail Area showed the following:

- The residential product would have more value than the industrial product. The total valuation, after development, would be \$28.7 million for residential development and \$13.7 million for industrial development.
- The percentage increase in property valuation would be 1,176% and 477%, for the first and second phases respectively, of the residential development while the industrial scenario would increase property valuation by 318% and 452% for the two phases.
- The increased valuation would be reflected in the price that a developer would be willing to pay for the land. The land price for the residential scenario would be \$4.3 million while the purchase price for the industrial scenario would \$1.6 million.
- The financial 'gap' for the residential development would be \$2.4 million while the gap for the industrial development would be \$5.0 million.
- This financial gap could be lessened if the City were to use Tax Increment Financing (TIF). The use of TIF would eliminate the financial gap for residential development while a \$3.9 million gap would still remain with the industrial scenario.

Since the Dickman Trail Area was identified as a catalyst site, the City has been approached by four property owners who have expressed interest in selling their properties to the City. The EDA, at its last meeting, approved a purchase agreement for the purchase of the Frederick residence and commercial property. The City is negotiating with another property owner and has received inquiries from two other property owners.

**ANALYSIS – DICKMAN TRAIL:** The Dickman Trail Area is divided into north and south segments. The short-term focus is on the north sector of the area. The north segment consists of 14.75 acres, including 9.1 buildable acres. The Concord Guidelines offer two alternatives for the future development of the Dickman Trail Area – industrial development and residential development. The attached excerpts from the guidelines discuss the alternatives further.

#### Industrial Development

The north segment of the Dickman Trail Area could be developed into office flex/light industrial. This could accommodate approximately 90,000 square feet of buildings at a floor-to-area ratio of .24. This ratio means that for every 100,000 square feet of lot, there would be 24,000 square feet of building. Floor-to-area ratio (FAR) is used to quantify the intensity and valuation of industrial development.

The guidelines state that the industrial character of the Dickman Trail Area should:

- Consider two-story buildings for office portions of the site
- Provide enhanced architectural features, such as windows, brick, stone, metals, and site landscaping

- Place parking in the front or sides of the building
- Situate loading areas to the side or rear of buildings

The guidelines also include principles for sites, buildings, and landscaping. A few of those principles are:

- Storage shall be internal whenever possible. If necessary, outdoor storage shall be limited in size, secondary or accessory to the building itself, and at the rear of the building, out of view from public right-of-way.
- Buildings should provide high quality facades on the front of the buildings facing Dickman Trail
- Buildings shall be oriented with loading and service activity at the rear of the building

Advantages to the industrial alternative are:

- Increased employment
- Alternative location for industries currently located directly on Concord Boulevard
- Improved compatibility with existing uses to the south, along Dickman Trail

Disadvantages to the industrial alternative are:

- Increased truck traffic, noise, odors, and hours of operation could inhibit future residential development along Concord Boulevard and 66<sup>th</sup> Street
- Greater City financial assistance would be necessary and, even with such assistance, the development may not be financially feasible
- Lesser property values and tax base than residential development

### Residential Development

The residential alternative would provide for a mix of townhomes and high density residential. The conceptual plans show 72 townhomes and 66 high density residential at a density of 15 dwelling units acres per acre.

The Design Guidelines state that the residential character should:

- Develop three-story market rate rental apartments or senior housing near the intersection of Dickman Trail and Concord Boulevard
- Develop townhomes overlooking stormwater treatment amenities
- Utilize tuck-under parking for attached units

The guidelines include principles for sites, buildings and landscaping. A few of the principles state that:

- Sites should be developed at a mix of densities with higher density apartments toward the north, townhomes in the center, and single-family residential toward the south

- Buildings should include design elements such as color, texture, and/or material changes to reduce the visual mass of the structure

The advantages of the residential scenario are:

- Increased property values and tax base
- Improved compatibility with both existing and planned residential development to the west, north, and east
- Maximizes the use of public amenities, such as the existing Mississippi River Regional Trail, the Rock Island Swing Bridge Pier, and the future Heritage Village Park
- Better financial feasibility than the industrial scenario

The disadvantages to the residential scenario are:

- Lack of employment opportunities
- Lack of alternative sites for existing businesses on Concord Boulevard
- Conflict with existing uses to the south, along Dickman Trail

### Further Actions

Staff recommends that further research be conducted. This analysis of the industrial and residential alternatives could:

- Have Ehlers refine their analysis and prepare options to fill the financial gap
- Seek a consultant to provide a 'second opinion' on the financial feasibility of industrial development and to evaluate the market
- Meet with developers to explore the market for industrial and residential development and the impact of industrial development on subsequent residential development along Concord Boulevard and 66<sup>th</sup> Street
- Meet with the City of South St. Paul regarding their successful experience with industrial redevelopment

It is expected that these four activities could be completed by the end of summer.

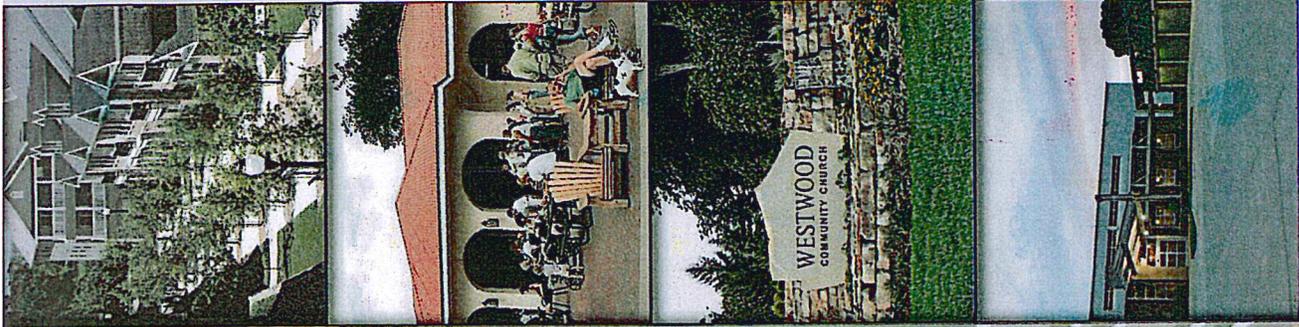
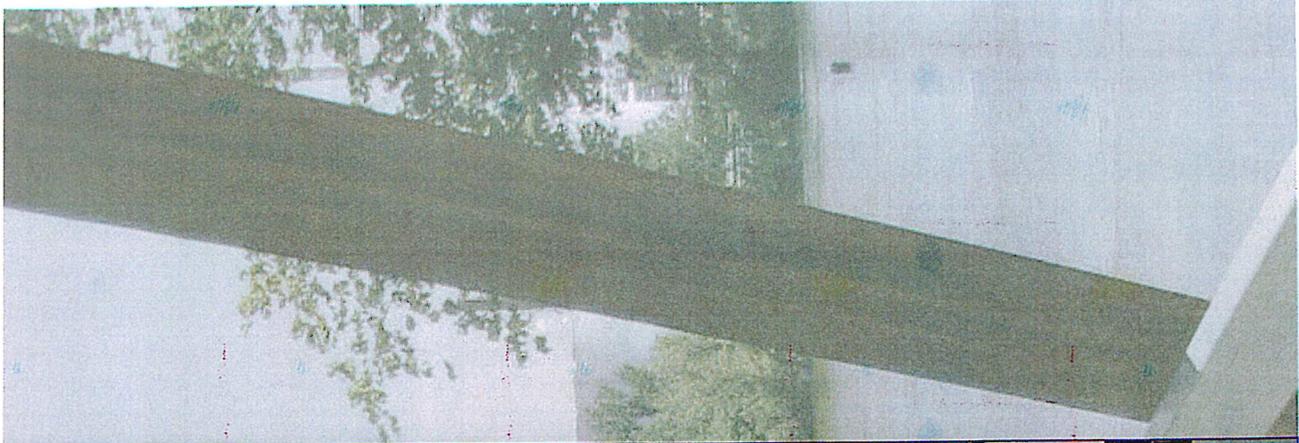
TJL/kf

Enclosure: Excerpts from the Concord Boulevard Neighborhood Plan Design Guidelines  
Excerpts from Financial Feasibility

**CONCORD BOULEVARD NEIGHBORHOOD PLAN**  
INVER GROVE HEIGHTS, MN  
DECEMBER 31, 2012

**DESIGN GUIDELINES**





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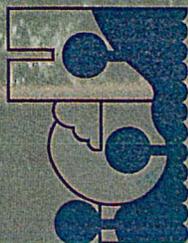
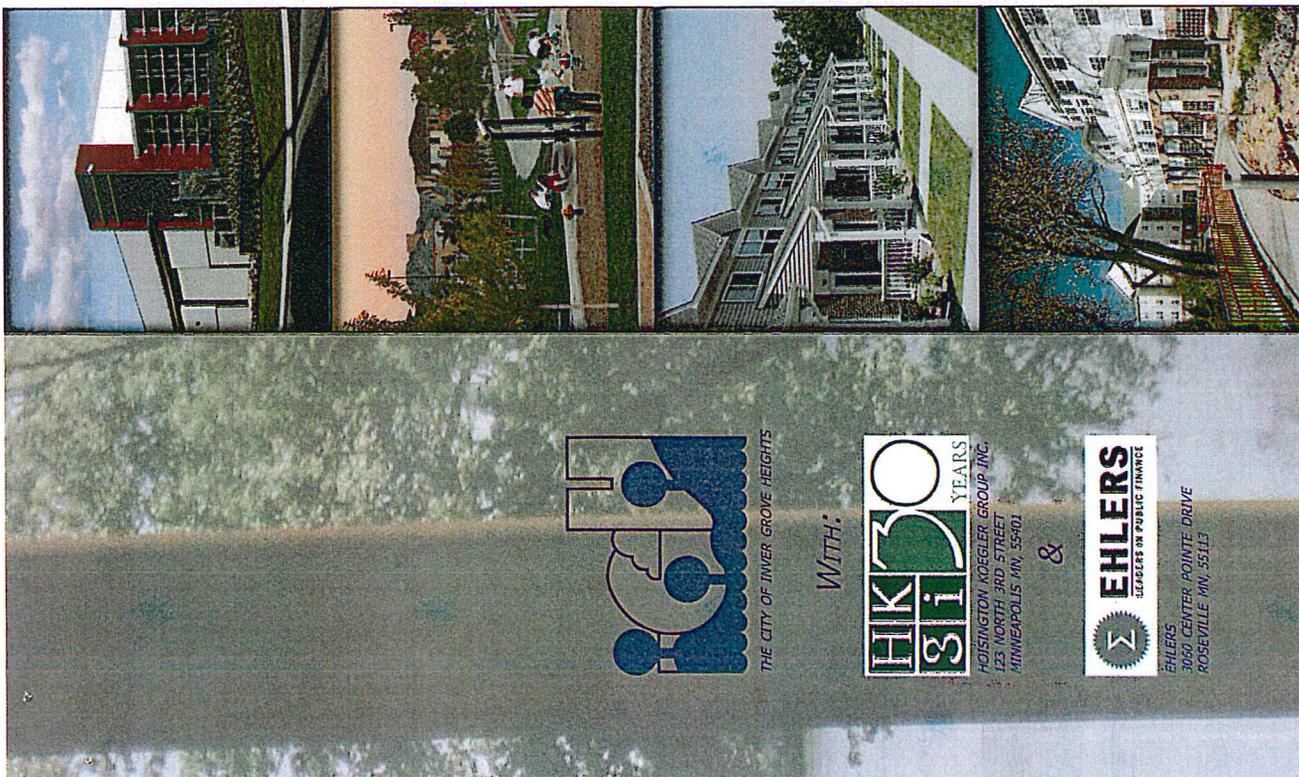
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## ACKNOWLEDGMENTS

CITY COUNCIL / ECONOMIC DEVELOPMENT AUTHORITY	PLANNING COMMISSION	CITY STAFF
GEORGE TOURVILLE (MAYOR)	THOMAS BARTHOLOMEW (CHAIR)	TOM LINK
BILL KLEIN	PATRICIA SIMON	ALLAN HUNTING
ROSEMARY PIEKARSKI KRECH	ANTHONY SCALES	HEATHER BOTTEN
VANCE "CHIP" GRANNIS	ANNETTE MAGGI	JOE LYNCH
DENNIS MADDEN	HAROLD GOOCH	
	PAUL HARK	
	DENNIS WIPPERMAN	
	VICTORIA ELSMORE	
	ARMANDO LISSARRAGUE	

# DESIGN GUIDELINES



THE CITY OF INVER GROVE HEIGHTS

WITH:



HOUSINGTON KOEGLER GROUP INC.  
123 NORTH 3RD STREET  
MINNEAPOLIS, MN 55401

&



EHLERS  
3060 CENTER POINTE DRIVE  
ROSEVILLE, MN 55113

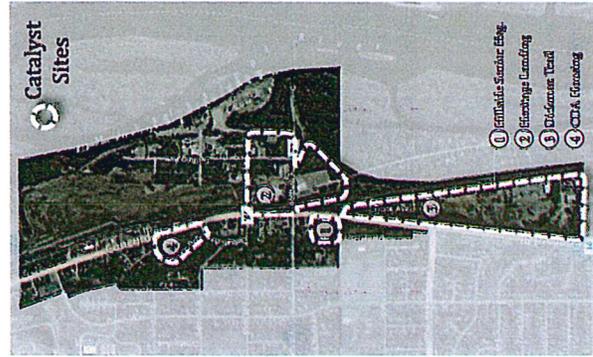
## GUIDELINES OVERVIEW

The design guidelines are the second component of the Concord Boulevard Neighborhood Master Plan. With funding assistance from a Metropolitan Council Liveable Communities Act Grant, the planning process began in 2011 for the neighborhood master plan and design guidelines. Development catalyst sites were identified in the neighborhood plan and are further articulated in these design guidelines. The plan was approved by the City in April of 2012.

## NEIGHBORHOOD CONTEXT

The Concord Boulevard Neighborhood is located in the northeast corner of the community of Inver Grove Heights and the historical settlement point for the city. The study area is defined by the border of Inver Grove Heights and South Saint Paul in the north, the Mississippi River to the east, the bluff to the west, and includes the land between Concord Boulevard and Dickman Trail in the south.

The following design guidelines and site studies are an extension of the 2012 Concord Boulevard Neighborhood Plan (above).



Land uses in the neighborhood vary significantly, from residential, commercial, industrial, park, and marinas. Recent public investments in parkland and roadway improvements have set the stage for future development. This plan provides direction for future development in concert with the vision for the neighborhood.

## HOW TO USE DESIGN GUIDELINES

Design guidelines provide guidance for future property development and improvements to the public realm in the neighborhood. The site design guidelines address development types, access, stormwater management, density, parking and topography. Public realm guidelines consider corridor image, wayfinding, and connectivity to parks.

Design guidelines help development in two main ways. First they provide direction to prospective developers, informing them what land use and building types are desired for the specific catalyst and how development should be configured. Secondly, the guidelines illustrate the relationship to the broader district. This is an essential element for prospective developers so they understand the future vision to best market, sell, or lease their project.

## AREA-WIDE DESIGN GUIDELINES

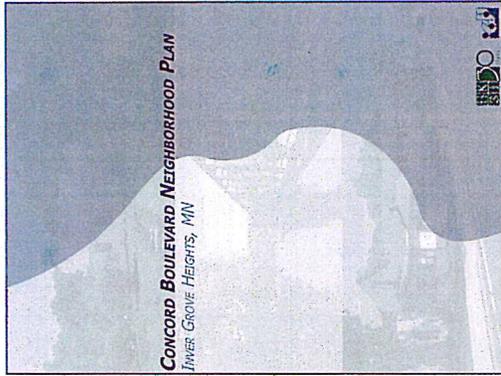
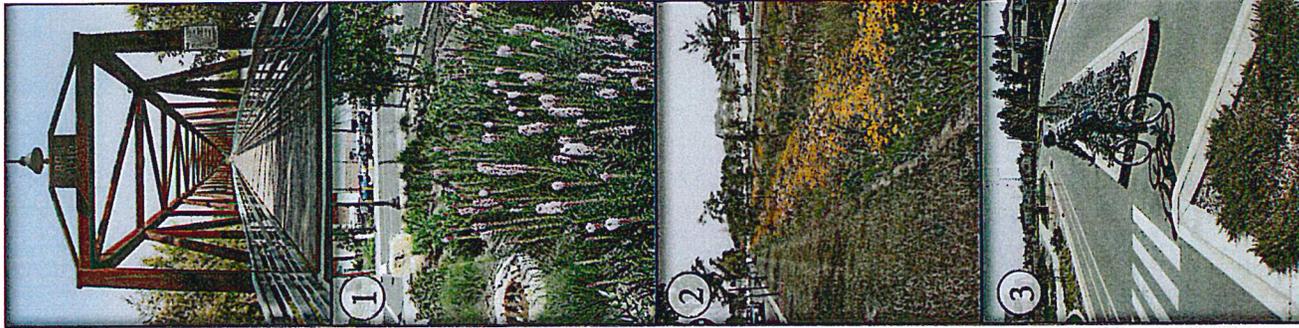
The following design guidelines provide direction on a neighborhood wide basis. These are not site specific, but rather help define the character and identity of the neighborhood as a whole. Any future development should consider and include these guidelines.

### I. STORMWATER MANAGEMENT

- In many areas, high bedrock throughout the study area makes stormwater management a challenge, but the Mississippi River to the east provides a reminder of why water quality measures are important. Stormwater treatment should utilize on-site infiltration to the extent possible. Where conditions (bedrock or contamination) make infiltration difficult, linear treatment and retention should be done in an aesthetically pleasing way, raising the visual quality of the neighborhood.
- Infiltration strategies should include raingardens (1), and permeable paving.
- Treatment and retention strategies are currently in place along Concord Boulevard for the roadway. Implementing additional strategies such as bioswales (2) and filtration strips along retention ponds should be considered. Riparian buffer areas should be in place around wetlands and appropriate locations on the river to catch and restrict pollutants from entering the water.

### II. MULTI-MODAL TRANSPORTATION

- The Concord Boulevard Neighborhood greatly benefits from the Mississippi River Regional Trail (MRRRT). The MRRRT connects the Concord Boulevard Neighborhood to St. Paul to the north, Hastings to the south and other regional trails in the metropolitan area. Bicycle and pedestrian transportation are important neighborhood features, and this should be reflected with enhanced bike and pedestrian elements.
- Street crossings should be well marked with signage and visible crosswalks. Refuge areas allow trail and sidewalk users to focus on one direction of traffic at a time (3).
- Key streets should be designed with multi-modal transportation features.



## MULTI-MODAL TRANSPORTATION (CONT.)

- D. The neighborhood should continue to cultivate an image of a bike and pedestrian friendly area. A trailhead (4) for the MRRT provides a stop and a sense of place on the trail, and signage draws connections between trail users and the neighborhood.
- E. The pedestrian network should be further developed throughout the neighborhood. Sidewalks and local trails should build off of the MRRT and reach into the neighborhood. These networks connect businesses, residents and open space amenities.
- F. **Development should anticipate future expansion of transit to accommodate increased population and changes in land use.**
- f. Development should include bike racks or other forms of bike parking such as bike boxes.

## III. WAYFINDING

- A. The neighborhood has many interesting and valuable features, however people traveling along Concord Boulevard are often unaware they even exist. **Wayfinding should be designed to connect people to such features as the Rock Island Swing, Bridge and the marinas. Signage should be legible and at a scale for people traveling along Concord Boulevard in a car at 45 MPH as well as someone walking along the trail at 3 MPH.**
- B. District signage (5) helps provide identity and continuity throughout the corridor and connects visitors and residents to some of the hidden gems of the neighborhood. This is a valuable element for both public amenities, such as the parks, as well as commercial development.
- C. Incorporate signage along the MRRT to better connect the neighborhood and visitors on bike or foot (6).

## IV. VISUAL CHARACTER

- A. Development in the neighborhood should elevate the identity of the neighborhood for visitors, residents, and people working in the area. This includes development of vacant parcels and redevelopment or reinvigoration of tired buildings and lots.
- B. Materials used in developments should be of a high quality, long lasting, durable, and finished to a elevated level of detail.



## VISUAL CHARACTER (CONT.)

- C. Where proposed development meets existing uses, efforts will be made to manage the scale of the new development to be respectful of the existing, adjacent development (7).

## V. HONORING HISTORY

- A. The rich history of the neighborhood should be celebrated with restoration and utilization of historic structures including potential repurposing (8).
- B. Neighborhood history shall be incorporated into district identity where feasible such as utilizing period appropriate materials, incorporating elements of the historic self-guided trail into the neighborhood, or drawing inspiration from historic uses for design purposes (rail theme, American Indian history, historic river uses).
- C. Interpretive signage and monuments should designate and celebrate important historic locations in the Concord Boulevard Neighborhood (9).

## VI. NEIGHBORHOOD DENSITIES

- A. All projects are anticipated to elevate densities in the neighborhood (10). This allows for more efficient provision and use of infrastructure.
- B. Increased density will support and strengthen the existing and expanded commercial, retail, and other services provided in the neighborhood.
- C. In order to develop increased densities and provide sufficient parking, it may be necessary to provide variances to the Mississippi River Critical Area height limit of 35' (11).

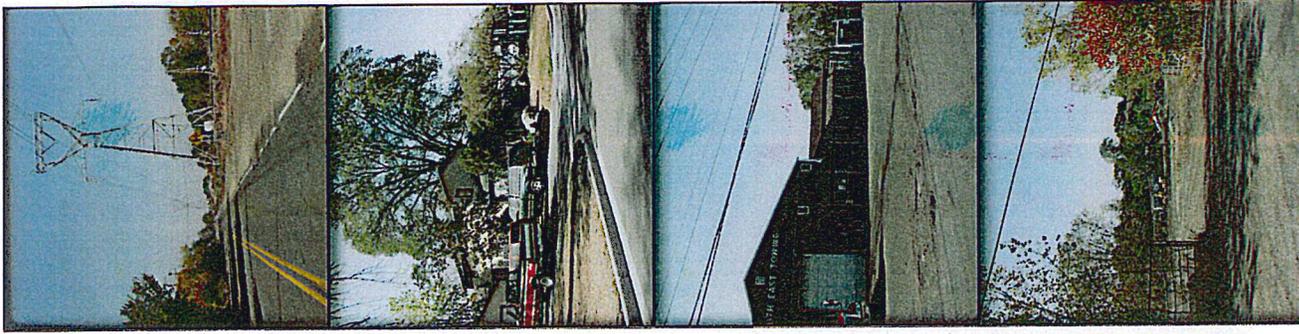
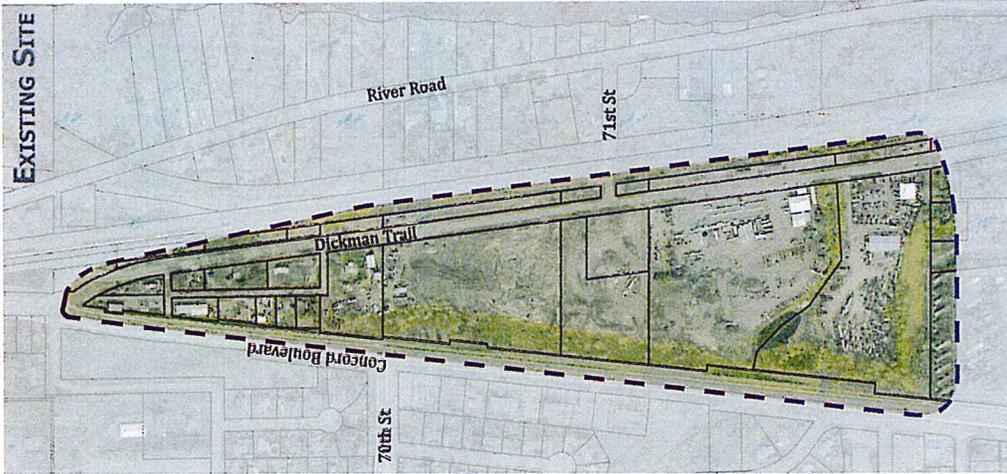
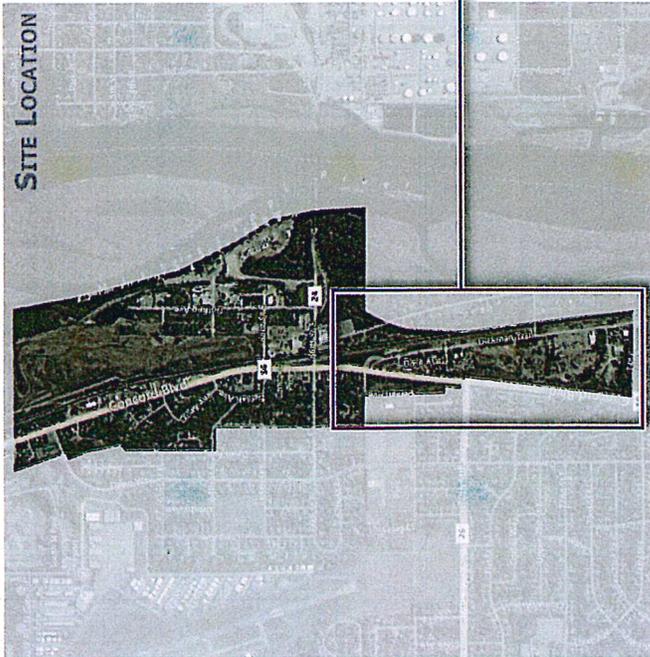
## VII. SYNERGY OF USES

- A. The district should support a mix of land uses that complement each other and contribute to a sustainable neighborhood environment.
- B. Promote a good mix of jobs, housing, and services.



*\*\*The following pages articulate the design guidelines for key catalyst sites for redevelopment in the Concord Boulevard Neighborhood.*

**CONCORD BOULEVARD NEIGHBORHOOD  
CATALYST SITE: DICKMAN TRAIL - INDUSTRY**

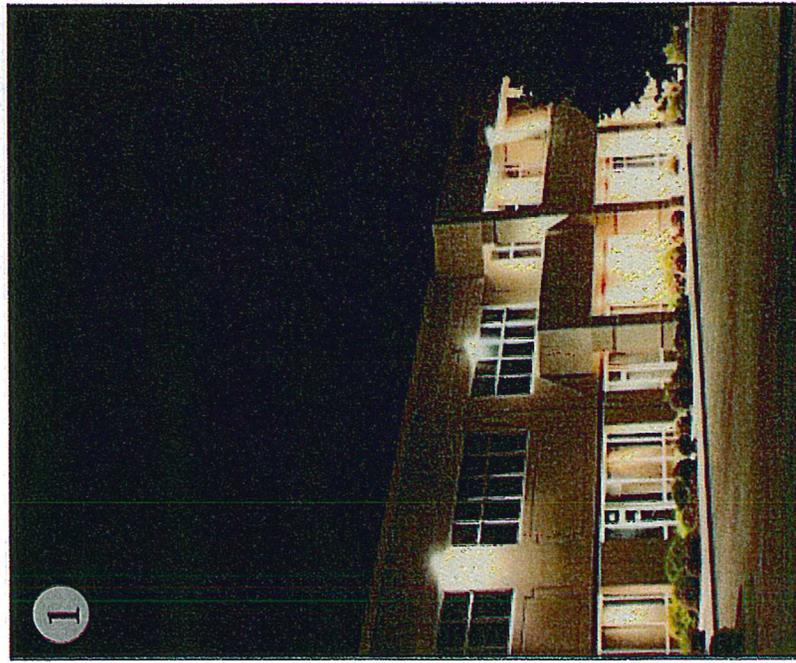


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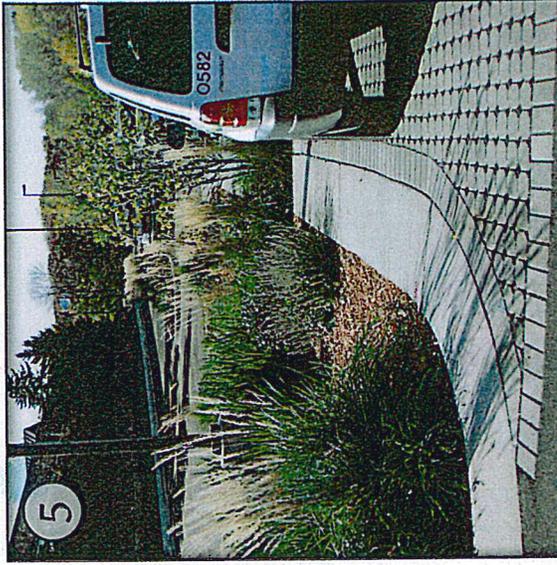
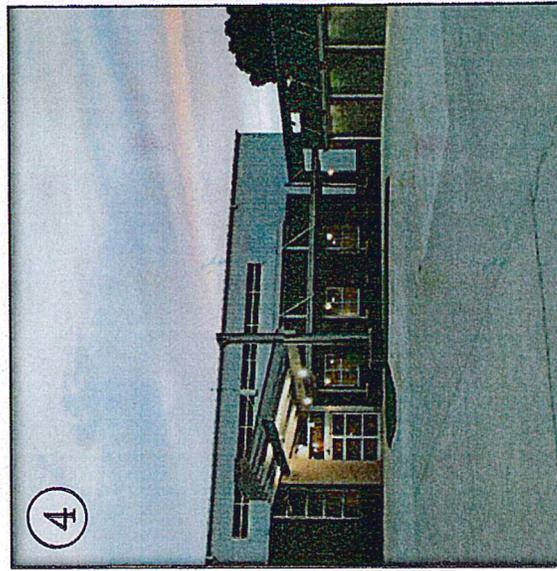
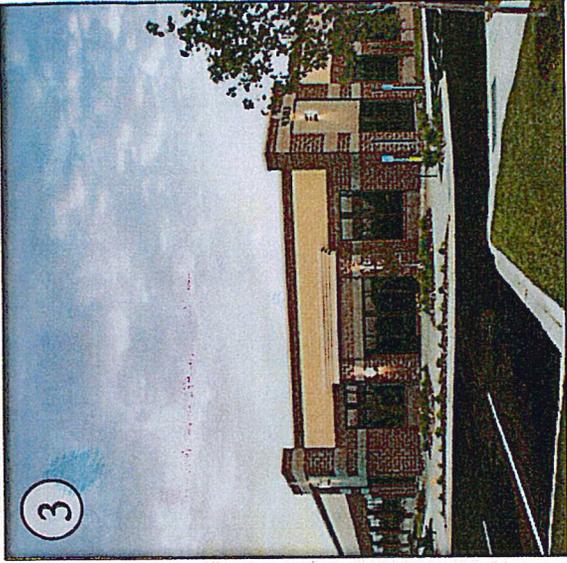
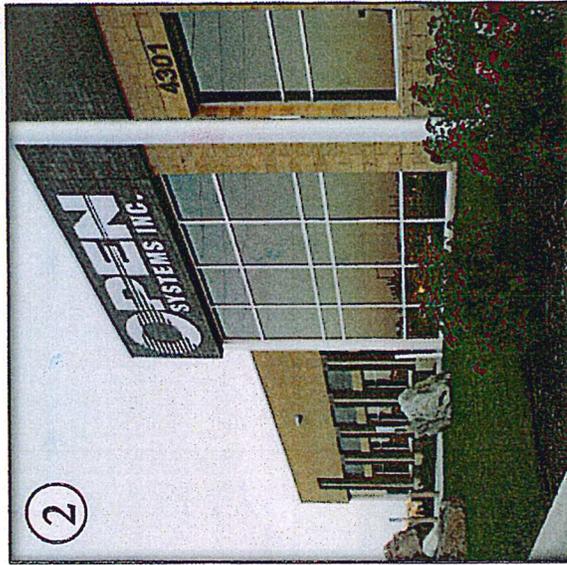
<b>PROJECT SUMMARY - NORTH</b>	
Site Area	14.75 ac. - 9.1 ac Buildable
Intended Use	Office Flex / Light Industrial
SF	90,000 SF
Density	.24 Floor to Area Ratio (of buildable)
<b>PROJECT SUMMARY - SOUTH</b>	
Site Area	25.6 ac. - 15.5 ac Buildable
Intended Use	Office Flex / Light Industrial
SF	138,000 SF
Density	.20 Floor to Area Ratio (of buildable)

## NORTH & SOUTH DICKMAN INDUSTRIAL CHARACTER

- » 1 - Consider 2 story buildings for office portions of the site.
- » 2 - Provide enhanced architectural features such as windows, brick, stone, metals, and site landscaping.
- » 3 - Place parking in the front or sides of buildings.
- » 4 - Situate loading areas to the side or rear of buildings.
- » 5 - Utilize best management practices (BMPs) for stormwater such as pervious paving, flat curbs, infiltration areas, and rainwater gardens.



DESIRED CHARACTER



### I. SITE PRINCIPLES:

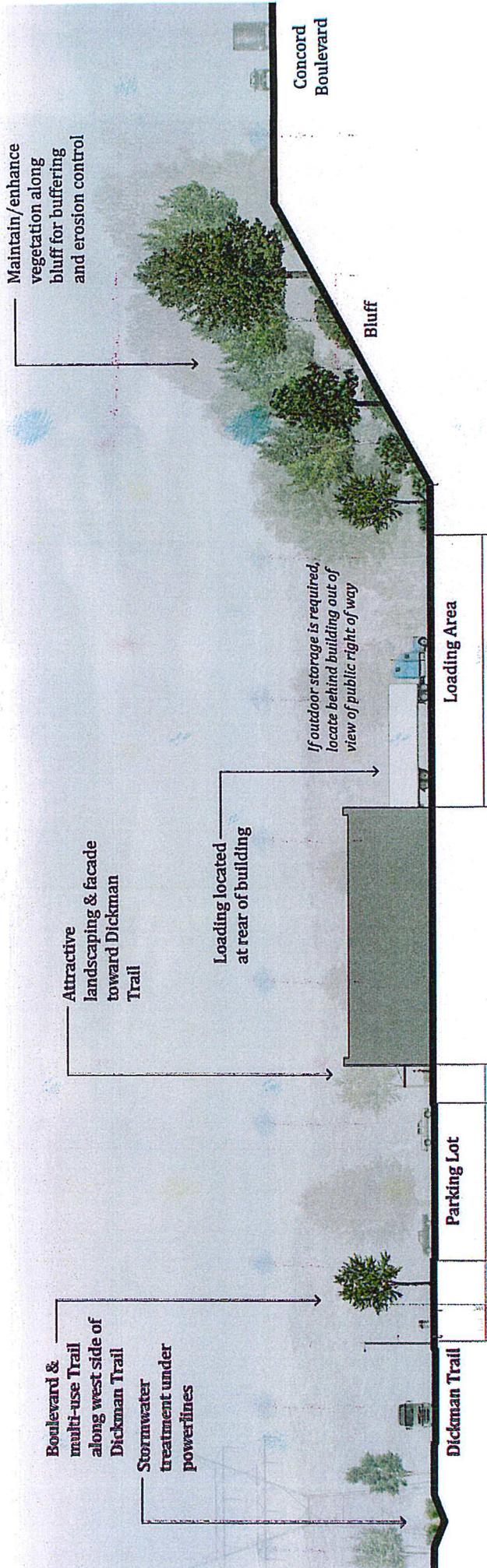
- A. **Orient building layout with the primary building entrances towards** Dickman Trail.
- B. Protect and enhance natural features such as the creek and the bluff. Site development (buildings and infrastructure) accordingly.
- C. Storage shall be internal whenever possible. If necessary, outdoor storage shall be:
  - ↳ limited in size,
  - ↳ secondary or accessory to the building itself, and
  - ↳ at the rear of the building, out of view from public right of way.

### II. BUILDING PRINCIPLES:

- A. Provide high quality facades on the front of buildings facing Dickman Trail.
- B. Buildings shall be oriented with loading and service activity at the rear of the building. Where this cannot be achieved due to the size of the site, side loading areas can be utilized. Views of loading areas from Dickman Trail should be minimized.
- C. Buildings with office and warehouse uses should be constructed with internal flexibility to adapt to changing conditions and needs.

### III. LANDSCAPE PRINCIPLES:

- A. Utilize vegetation for buffering and erosion control between development and Concord Boulevard.
- B. Dedicate areas under the powerlines for stormwater treatment incorporating attractive features and plantings.
- C. Provide enhanced landscaping at foundations of all buildings.



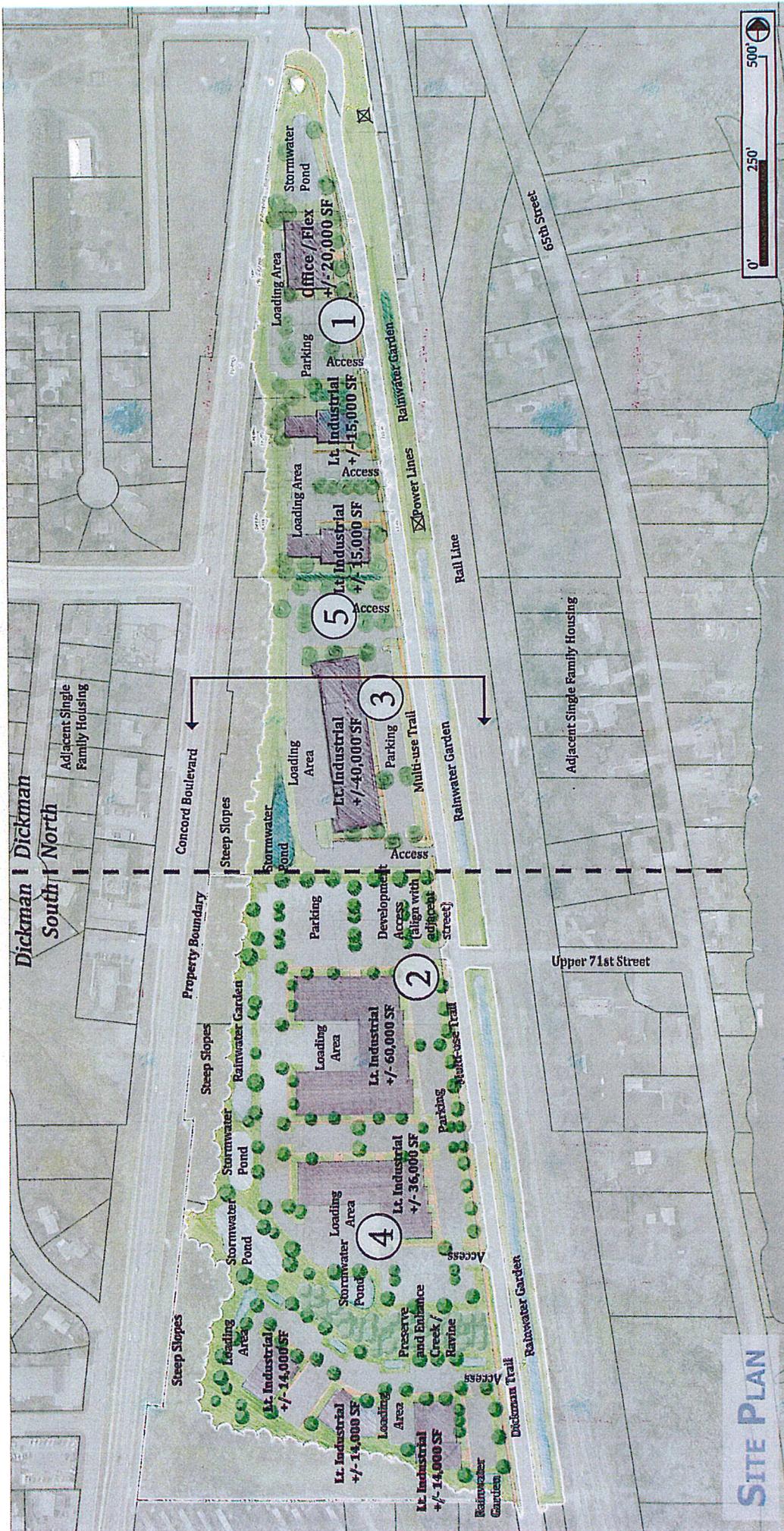
SECTION ELEVATION LOOKING SOUTH

### Dickman Industrial Park (South)

- Multi-Tenant Light Industrial (60,000 Sq. Ft.)
- Multi-Tenant Light Industrial (36,000 Sq. Ft.)
- (3) 1 acre Light Industrial Sites (+/- 14,000 Sq. Ft. for each site)

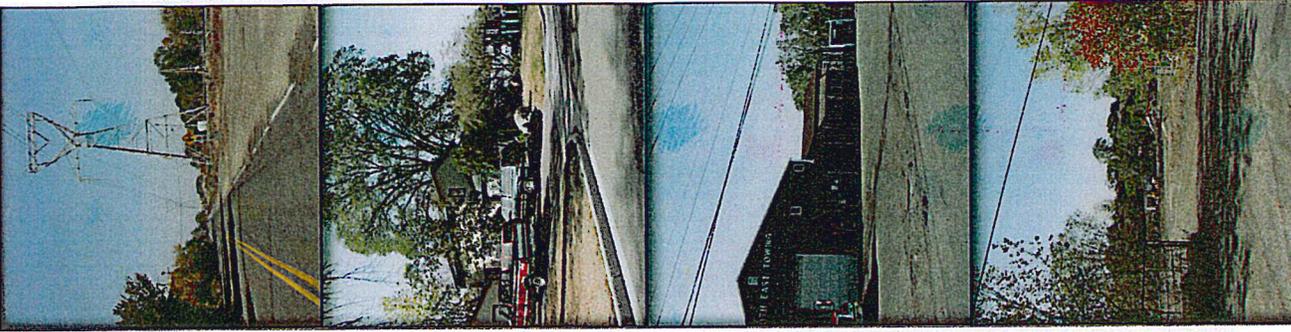
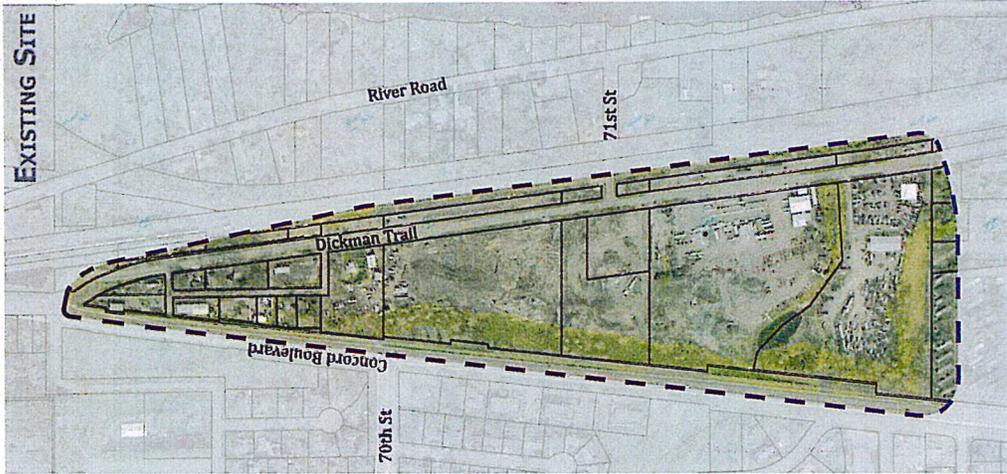
### Dickman Industrial Park (North)

- 2 story Office / Flex (20,000 Sq. Ft.)
- (2) 1 Acre Light Industrial Sites (+/- 30,000 Sq. Ft.)
- Multi-Tenant Light Industrial (40,000 Sq. Ft.)



**SITE PLAN**

**CONCORD BOULEVARD NEIGHBORHOOD  
CATALYST SITE: DICKMAN TRAIL - RESIDENTIAL**

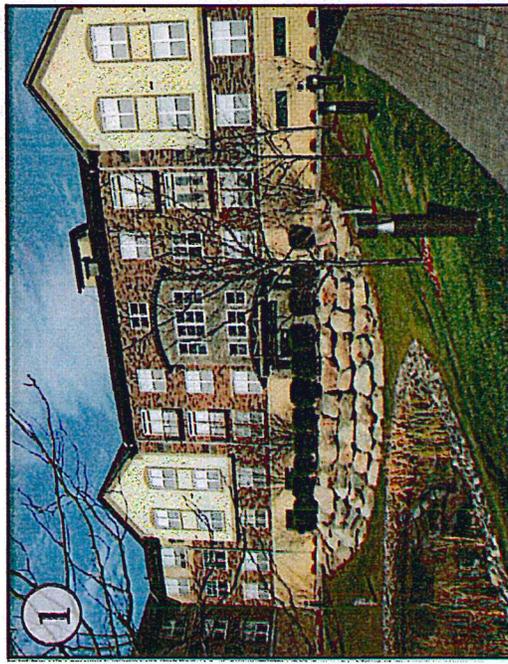


**EXISTING CONDITIONS**

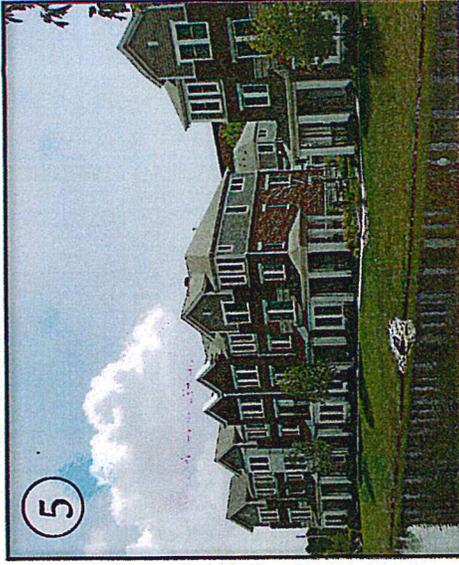
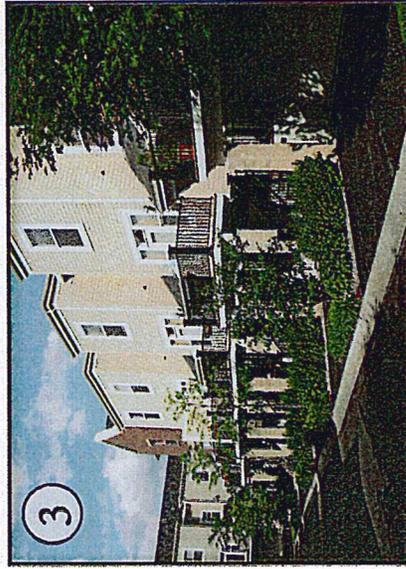
<b>SITE SUMMARY - NORTH</b>	
Site Area	14.75 ac. - 9.1 ac Buildable
Intended Use	Townhomes, High Density Residential
Units	72 Townhomes, 66 High Density Residential
Density	15 Dwelling Units / Acre (of buildable)
<b>SITE SUMMARY - SOUTH</b>	
Site Area	25.6 ac. - 15.5 ac Buildable
Intended Use	Single Family Residential
Units	46 Single Family Residential
Density	3 Dwelling Units / Acre (of buildable)

## NORTH & SOUTH DICKMAN RESIDENTIAL CHARACTER

- » 1 - Develop 3 story market rate rental apartments or senior housing near the intersection of Dickman Trail and Concord Boulevard.
- » 2 - Design a central park amenity for the townhome area with integrated stormwater treatment.
- » 3 - Utilize tuck-under parking for attached units.
- » 4 - Create a range of lot sizes for the single family homes. Front loaded garages are allowed and walk outs toward the ravine / creek area on the southern portion of the site should be utilized.
- » 5 - Develop townhomes overlooking stormwater treatment amenities.
- » 6 - Develop a range of single family lot sizes with strong architectural detail including front porches and recessed garages.
- » 7 - Create a strong street presence with shallow building setbacks, sidewalks on both sides of the street, boulevard trees and well articulated entries / porches for single family homes.



DESIRED CHARACTER



### I. SITE PRINCIPLES:

- A. Develop a mix of densities with higher density apartments toward the north, townhomes in the center, and single family residential toward the south.
- B. Orient buildings to look out at, and draw value from natural features such as the creek, ravine, bluff and vegetation.

### II. BUILDING PRINCIPLES:

- A. Include design elements such as color, texture, and/or material changes to reduce the visual mass of the structure of connected buildings (Townhomes and Apartments). Buildings should also include wall plane projections to create additional variation.
- B. Provide variations in lot size for in single family area.

### III. LANDSCAPE PRINCIPLES:

- A. Maintain existing and utilize new vegetation to help protect the structural integrity of the bluff and provide buffering from Concord Boulevard.
- B. Preserve and enhance existing drainageways to serve as amenity features.
- C. Design stormwater ponds to elevate the visual character of the site.
- D. Provide sidewalks, connecting all residential units to a multi-use trail running along the west side of Dickman Trail.



SECTION ELEVATION LOOKING SOUTH



**City of Inver Grove Heights**

*Concord Redevelopment Area Financing Analysis*

**Dickman Trail Industrial Park Baseline**

90,000 SF Industrial

Land Assembly Costs (High - 150% of 2013 taxable value)	Public Improvements (Dixie Ave, Dickman Trail)	End Use	Sq/Ft	Total Developer Price for Land	Excess or (Gap)	* Redev TIF District	Excess or (Gap) After TIF	Total Development Valuation	Base Value	% Increase in Property Value
\$ 2,811,663	\$ 428,750	Industrial	90,000	\$ 591,588	\$ (2,648,825)	\$ 433,801	\$ (2,215,024)	\$ 5,400,000	\$ 1,695,500	318.49%
		Stormwater	N/A							
		Unbuildable	N/A							
<b>\$ 2,811,663</b>	<b>\$ 428,750</b>	<b>Industrial</b>	<b>90,000</b>	<b>\$ 591,588</b>	<b>\$ (2,648,825)</b>	<b>\$ 433,800.60</b>	<b>\$ (2,215,024)</b>	<b>\$ 5,400,000</b>	<b>\$ 1,695,500</b>	<b>318.49%</b>

Public Improvements	Activity	Total Cost
Dixie Avenue	Demo	\$ 8,750
Sanitary Swr	Relocate	\$ -
Dickman Tr	Improve	\$ 420,000
Stormwater	Inflt/Retention	\$ -
		<b>\$ 428,750</b>

Note: Assumes two 45,000 sq/ft bldgs. Second one not completed until year 4 of District

**Dickman Trail Industrial Park Expansion**

138,000 SF Industrial

Land Assembly Cost (High - 150% of 2013 taxable value)	Public Improvements (Dickman Trail)	End Use	Sq/Ft	Total Developer Price for Land	Excess or (Gap)	* Redev TIF District	Excess or (Gap) After TIF	Total Development Valuation	Base Value	% Increase in Property Value
\$ 3,046,597	\$ 420,000	Industrial	138,000	\$ 1,012,809	\$ (2,453,788)	\$ 762,170	\$ (1,691,617)	\$ 8,280,000	\$ 1,830,900	452.24%
		Stormwater	N/A							
		Unbuildable	N/A							
<b>\$ 3,046,597</b>	<b>\$ 420,000</b>	<b>Industrial</b>	<b>138,000</b>	<b>\$ 1,012,809</b>	<b>\$ (2,453,788)</b>	<b>\$ 762,170.32</b>	<b>\$ (1,691,617)</b>	<b>\$ 8,280,000</b>	<b>\$ 1,830,900</b>	<b>452.24%</b>

Public Improvements	Activity	Total Cost
Dickman Tr	Improve	\$ 420,000
Stormwater	Inflt/Retention	\$ -
		<b>\$ 420,000</b>

Note: Assumes four 35,000 sq/ft bldgs built over 4 years (1/year)

# City of Inver Grove Heights

## Concord Redevelopment Area Financing Analysis

### Dickman Trail Residential Baseline

66 Apartments and 72 Town Homes

Land Assembly Costs (High - 150% of 2013 taxable value)	Public Improvements (Dixie Ave, Dickman Trail)	End Use	# Units	Total Developer Price for Land	Excess or (Gap)	* Redev TIF District	Excess or (Gap) After TIF	Total Development Valuation	Base Value	% Increase in Property Value
\$ 2,811,663	\$ 428,750	Apartments	66	\$ 660,000	\$ (780,413)	\$ 1,886,187	\$ 1,105,774	\$ 6,270,000	\$ 1,695,500	1176.64%
		Town Homes	72	\$ 1,800,000				\$ 13,680,000		
		Stormwater	N/A	\$ -				\$ -		
		Unbuildable	N/A	\$ -				\$ -		
<b>\$ 2,811,663</b>	<b>\$ 428,750</b>	<b>Residential</b>	<b>138</b>	<b>\$ 2,460,000</b>	<b>\$ (780,413)</b>	<b>\$ 1,886,187</b>	<b>\$ 1,105,774</b>	<b>\$ 19,950,000</b>	<b>\$ 1,695,500</b>	<b>1176.64%</b>

Public Improvements	Activity	Total Cost
Dixie Avenue	Demo	\$ 8,750
Sanitary Swr	Relocate	\$ -
Dickman Tr	Improve	\$ 420,000
Stormwater	Inflt/Retention	\$ -
		<b>\$ 428,750</b>

Note: Assumes apts built in 1st 2 years and 25% of town homes built per year over 4 years

### Dickman Trail Residential Expansion

46 Single Family

Land Assembly Cost (High - 150% of 2013 taxable value)	Public Improvements (Dickman Trail)	End Use	# Units	Total Developer Price for Land	Excess or (Gap)	* Redev TIF District	Excess or (Gap) After TIF	Total Development Valuation	Base Value	% Increase in Property Value
\$ 3,046,597	\$ 420,000	Single Family	46	\$ 1,840,000	\$ (1,626,597)	\$ 551,736	\$ (1,074,861)	\$ 8,740,000	\$ 1,830,900	477.36%
		Stormwater	N/A	\$ -				\$ -		
		Unbuildable	N/A	\$ -				\$ -		
<b>\$ 3,046,597</b>	<b>\$ 420,000</b>	<b>Residential</b>	<b>46</b>	<b>\$ 1,840,000</b>	<b>\$ (1,626,597)</b>	<b>\$ 551,736.38</b>	<b>\$ (1,074,861)</b>	<b>\$ 8,740,000</b>	<b>\$ 1,830,900</b>	<b>477.36%</b>

Public Improvements	Activity	Total Cost
Dickman Tr	Improve	\$ 420,000
Stormwater	Inflt/Retention	\$ -
		<b>\$ 420,000</b>

Note: Assumes 11.5 homes built/year over 4 years

## CITY OF INVER GROVE HEIGHTS

### MEMO

**TO:** Inver Grove Heights Economic Development Authority

**FROM:** Thomas J. Link, Director of Community Development 

**DATE:** May 1, 2014

**SUBJECT:** Chamber of Commerce Dues

At its last meeting, the Inver Grove Heights Economic Development Authority (EDA) asked 1) why Chamber membership fees were paid by the EDA and 2) why the City Administrator and Police Chief had Chamber memberships.

The question about payment of Chamber memberships was raised a few months ago. At that time, the City Attorney researched the matter and found that the State Attorney General had opined that municipalities cannot be a member of a local Chamber of Commerce and cannot pay dues to the Chamber. The City Attorney also found that the statutes provide economic development authorities broader powers to join organizations that promote economic development. As a result of this legal research, it was concluded that Chamber of Commerce memberships should be paid by the EDA, rather than the City.

The City Administrator has a membership in the Chamber of Commerce as a result of his employment contract. That contract encourages the City Administrator to participate in local civic and other community organizations and states that the City Council will pay for the City Administrator's membership. The Chief of Police has long maintained a membership in the Chamber of Commerce to be aware of business concerns relating to public safety.

cc: Larry Stanger, Police Chief

**CITY OF INVER GROVE HEIGHTS**

**MEMO**

**TO:** Inver Grove Heights Economic Development Authority  
**FROM:** Thomas J. Link, Director of Community Development  
**DATE:** May 1, 2014  
**SUBJECT:** Economic Development Authority (EDA) 2014 Work Plan

Enclosed, for Boardmembers' information, is the 2014 Work Plan for the Inver Grove Heights Economic Development Authority (EDA). This work plan was adopted by the EDA on February 10 providing that the Economic Development Specialist position was removed from the work plan, and with the understanding that the EDA can add or change the work plan at any time.

TJL/kf

Enclosure

# INVER GROVE HEIGHTS ECONOMIC DEVELOPMENT AUTHORITY 2014 WORK PLAN

## GOALS

- Make decisions consistent with and in alignment with the mission and vision of the City, as adopted by the City Council.

## WORK PLAN

### Concord Redevelopment

Continue to work towards redevelopment of the Concord Neighborhood, consistent with the Comprehensive Plan, the Concord Boulevard Neighborhood Plan, and the Concord Boulevard Design Guidelines. Specific activities include:

- Determine the role of the EDA, including the type and level of financial assistance
- Establish a five year acquisition strategy, including funding sources
- Continue to work with the Dakota County Community Development Agency regarding a possible housing development
- Pursue acquisitions, from willing sellers, of properties in the selected redevelopment areas

### Gun Club Site

Continue to work with the Minnesota Department of Transportation on the possible acquisition of their property along the east side of Highway 52. Activities will focus on:

- Negotiate the purchase
- Analyze traffic impacts
- Discuss a market strategy and timeframe

### EDA Financing

Analyze and determine a funding source for continuation of EDA operations over the next five years.