

CONCORD BOULEVARD NEIGHBORHOOD PLAN

INVER GROVE HEIGHTS, MN
DECEMBER 31, 2012



DESIGN GUIDELINES

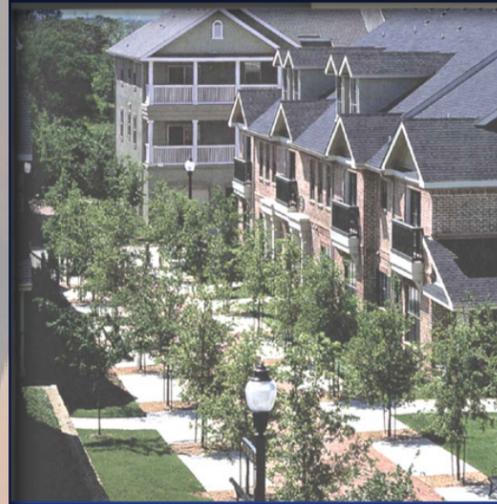




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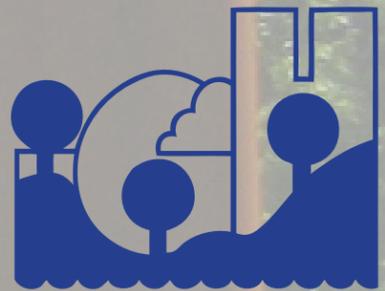
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DESIGN GUIDELINES



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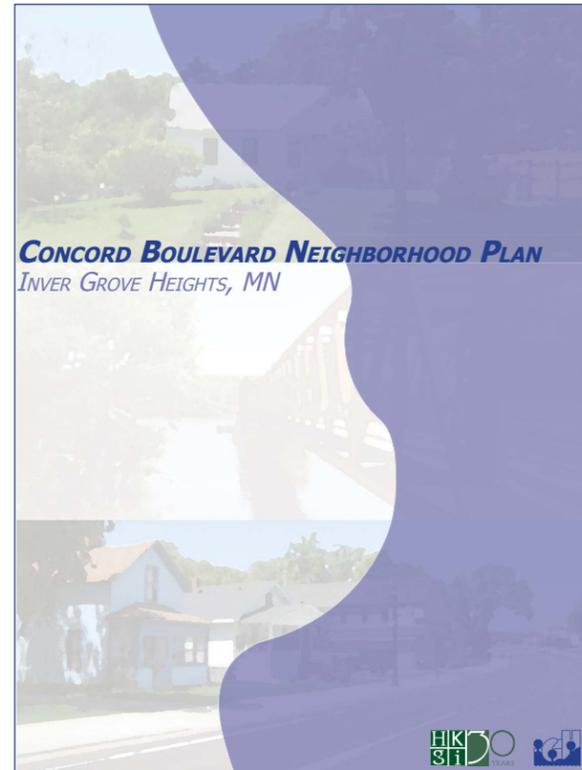
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GUIDELINES OVERVIEW

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

- A. 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.
- B. Infiltration strategies should include raingardens (1), and permeable paving.
- C. 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

- A. The Concord Boulevard Neighborhood greatly benefits from the Mississippi River Regional Trail (MRRT). The MRRT 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.
- B. 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).
- C. 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.
- G. 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

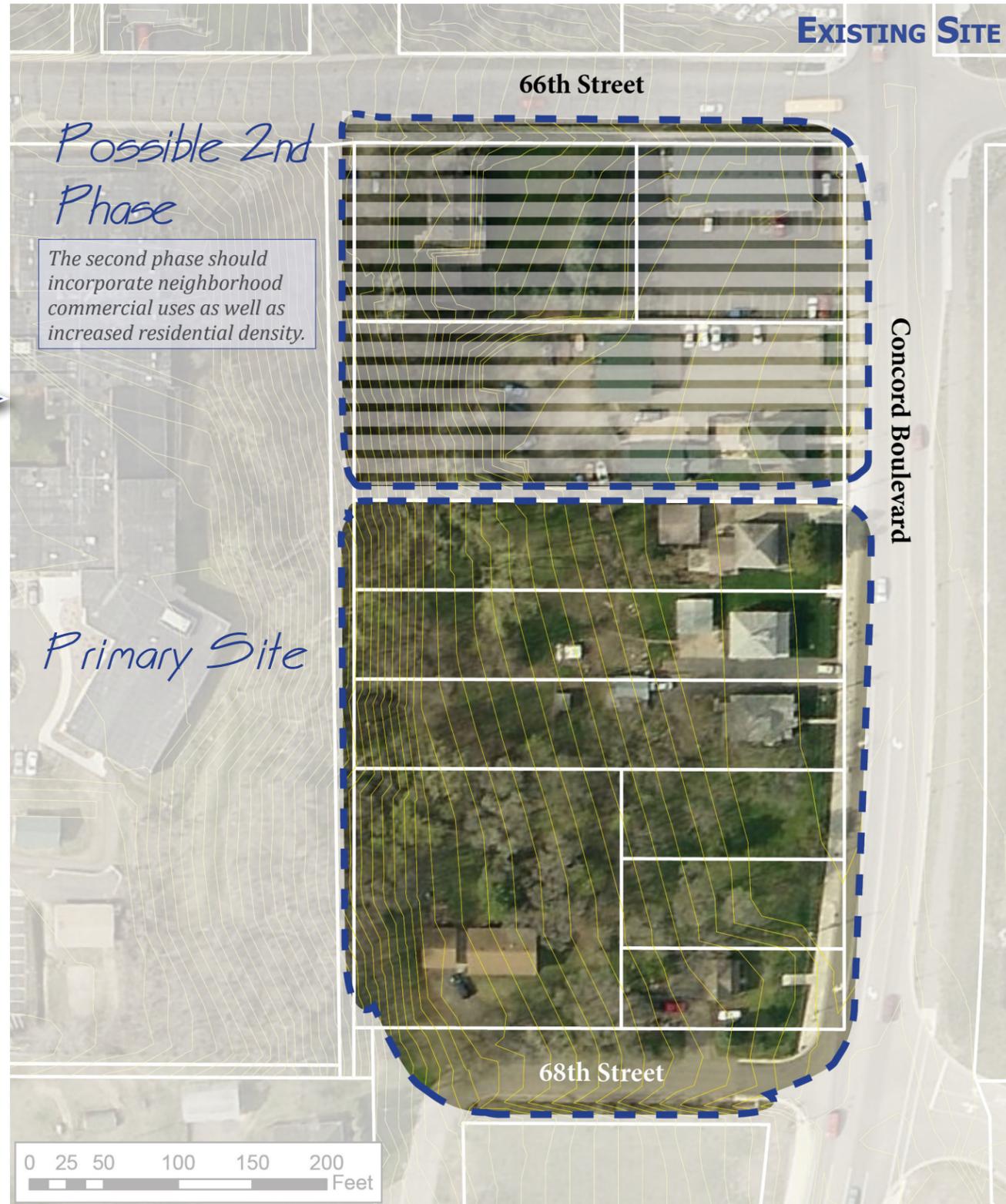
- A. The district should support a mix of land uses that compliment each other and contribute to a sustainable neighborhood environment.
- B. Promote a good mix of jobs, housing, and services.

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



CONCORD BOULEVARD NEIGHBORHOOD

CATALYST SITE: *HILLSIDE SENIOR HOUSING*



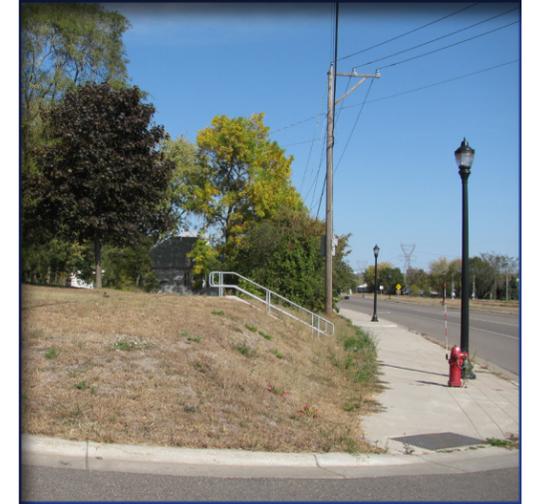
The second phase should incorporate neighborhood commercial uses as well as increased residential density.

HILLSIDE SENIOR HOUSING

» This catalyst site transitions from single family residential and vacant lots to 3-4 story senior residential housing. Primary access is from 68th St to minimize conflicts on Concord Blvd. Both underground and above ground parking is provided, with a convenient drop-off/pick-up location for residents with limited mobility and visitors. Private outdoor amenity space is provided for residents with gardens and other features.

PROJECT SUMMARY

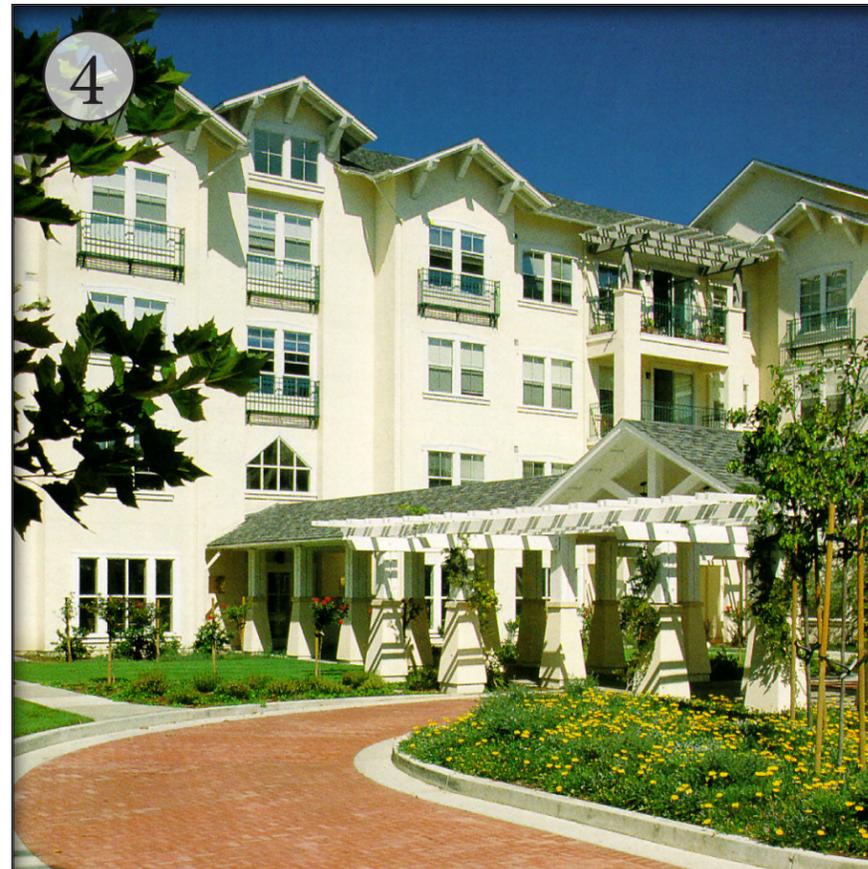
Site Area	2.68 Acres
Intended Use	Senior Residential
Units	80 Units
Density	30 Dwelling Units / Acre



EXISTING CONDITIONS

HILLSIDE SENIOR HOUSING CHARACTER

- » 1 - Design buildings with underground parking and detailed building articulation.
- » 2 - Provide enhanced drop-off locations for people of all mobility levels.
- » 3 - Create landscape amenities for all abilities (universal design, benches, tables, gardens).
- » 4 - Facilitate easy drop-off/pick-up by allowing developing a covered entryway to the building.
- » 5 - Provide outdoor recreation space that promotes communal gathering.



DESIRED CHARACTER



I. SITE PRINCIPLES:

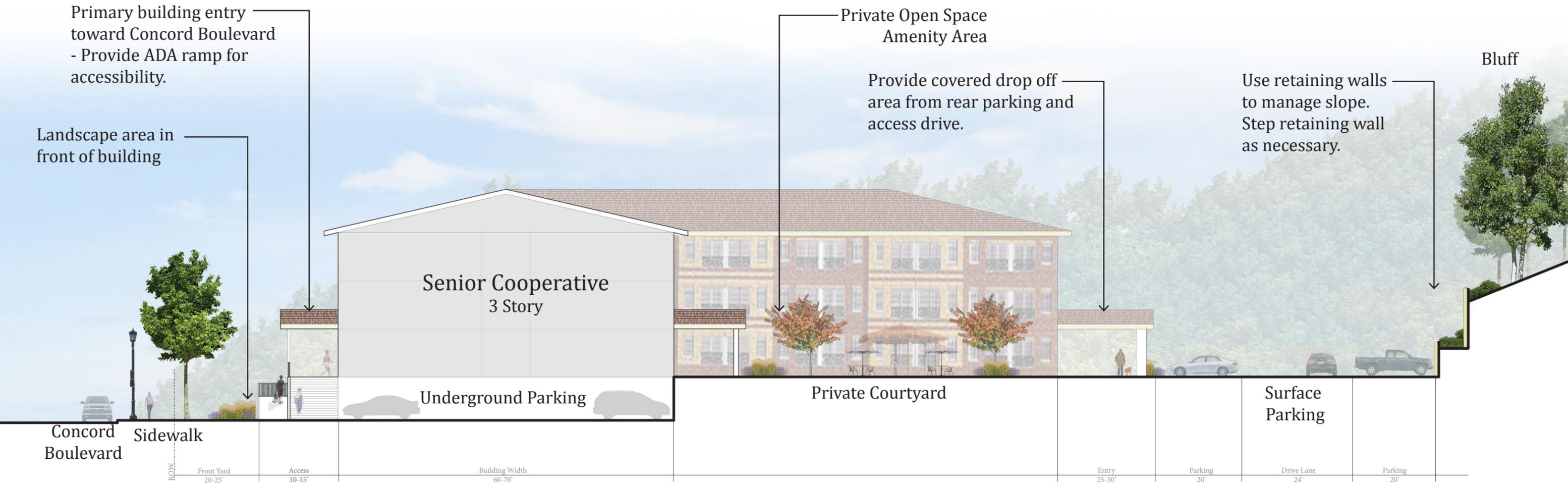
- A. Position the building to take advantage of existing topography for an enclosed, private setting.
- B. Provide adequate accessibility to all entries. Utilize ramps as needed.
- C. Ensure access onto Concord Boulevard is provided at the north portion of the primary site, or mid-block (with potential second phase) rather than near existing intersections.

II. BUILDING PRINCIPLES:

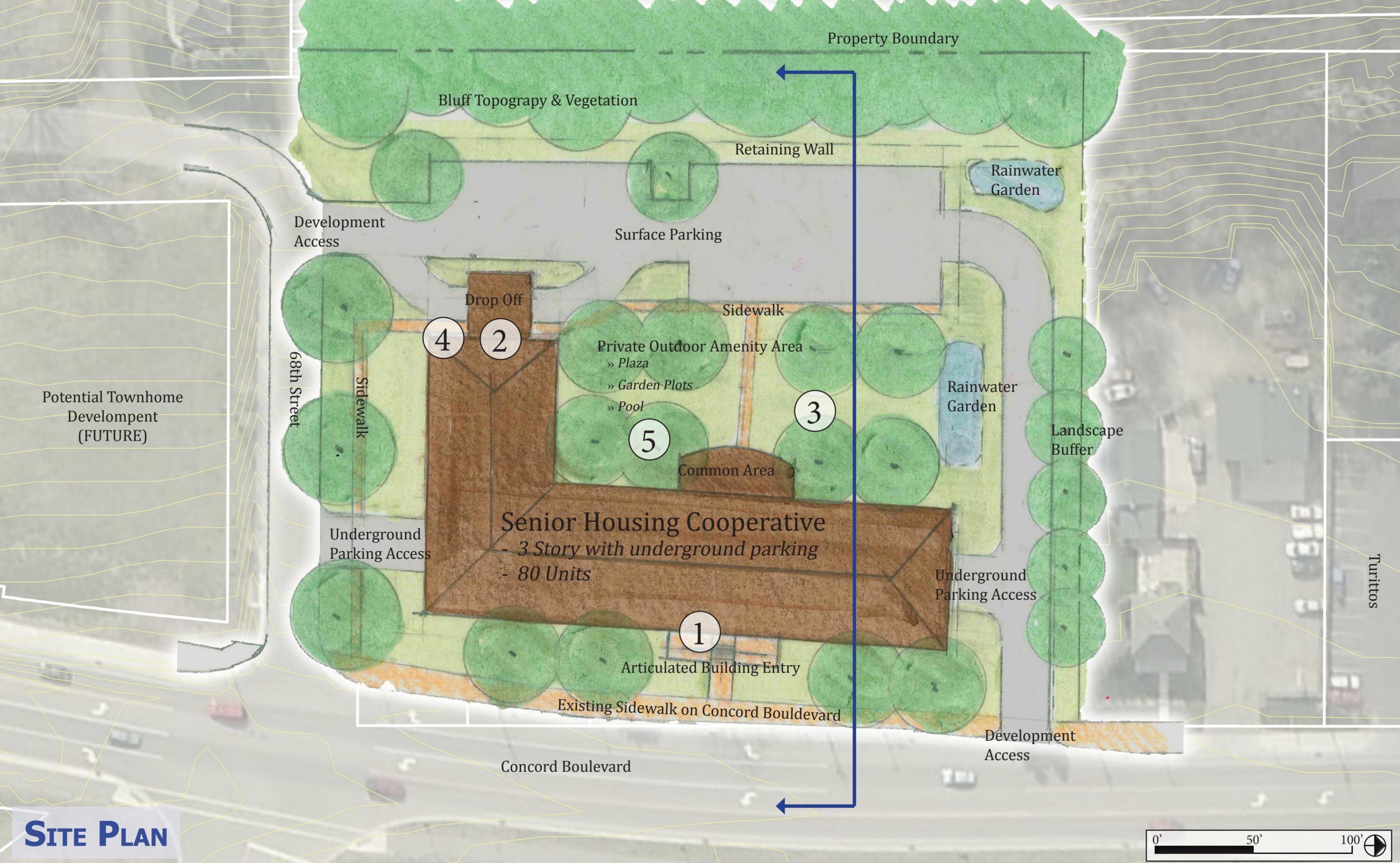
- A. Design building with 3-4 stories.
- B. Provide underground parking if possible/feasible with bedrock conditions and site topography.
- C. Screen underground and surface parking from Concord Boulevard.
- D. Provide variations in color, material, and texture to reduce the visual impact of the scale of the building.

III. LANDSCAPE PRINCIPLES:

- A. Develop the public realm along Concord Boulevard with the same character as reconstructed portions to the north. Fixtures and furnishings should match northern sections.
- B. Create a landscaped outdoor plaza or gathering space. Outdoor areas should serve residents and visitors.
- C. Utilize retaining walls and vegetation to reduce erosion on the bluff side of the project.
- D. Develop surface parking for visitors at the rear of the building.
- E. Provide attractive stormwater treatment features.
- F. Create opaque landscape buffer between the site and buildings to the north.



SECTION / ELEVATION LOOKING SOUTH



Property Boundary

Bluff Topography & Vegetation

Retaining Wall

Rainwater Garden

Development Access

Surface Parking

Drop Off

Sidewalk

Private Outdoor Amenity Area
 » Plaza
 » Garden Plots
 » Pool

Rainwater Garden

Potential Townhome Development (FUTURE)

68th Street

Sidewalk

Landscape Buffer

Common Area

Underground Parking Access

Senior Housing Cooperative
 - 3 Story with underground parking
 - 80 Units

Underground Parking Access

1

Articulated Building Entry

Existing Sidewalk on Concord Boulevard

Concord Boulevard

Development Access

Turittos

SITE PLAN



CONCORD BOULEVARD NEIGHBORHOOD

CATALYST SITE: HERITAGE LANDING



HERITAGE LANDING

» This catalyst site expands development to the east side of Concord Boulevard and the railroad tracks, creating an East/West node on an otherwise North/South corridor. Development in this location helps connect the neighborhood west of Concord Boulevard with the Mississippi River, Heritage Village Park and the marinas on the east. The site is envisioned as a mix of medium and high density residential uses, providing some of the support for commercial development and redevelopment south of 66th Street.

SITE SUMMARY - NORTH

Site Area	12.8 Ac. - 9.9 Buildable
Intended Use	HDR, TH, Commercial, Park
Units	130 HDR, 52 TH, (3k SF Commercial - in park)
Density	18 Dwelling Units / Acre (of buildable)

SITE SUMMARY - SOUTH

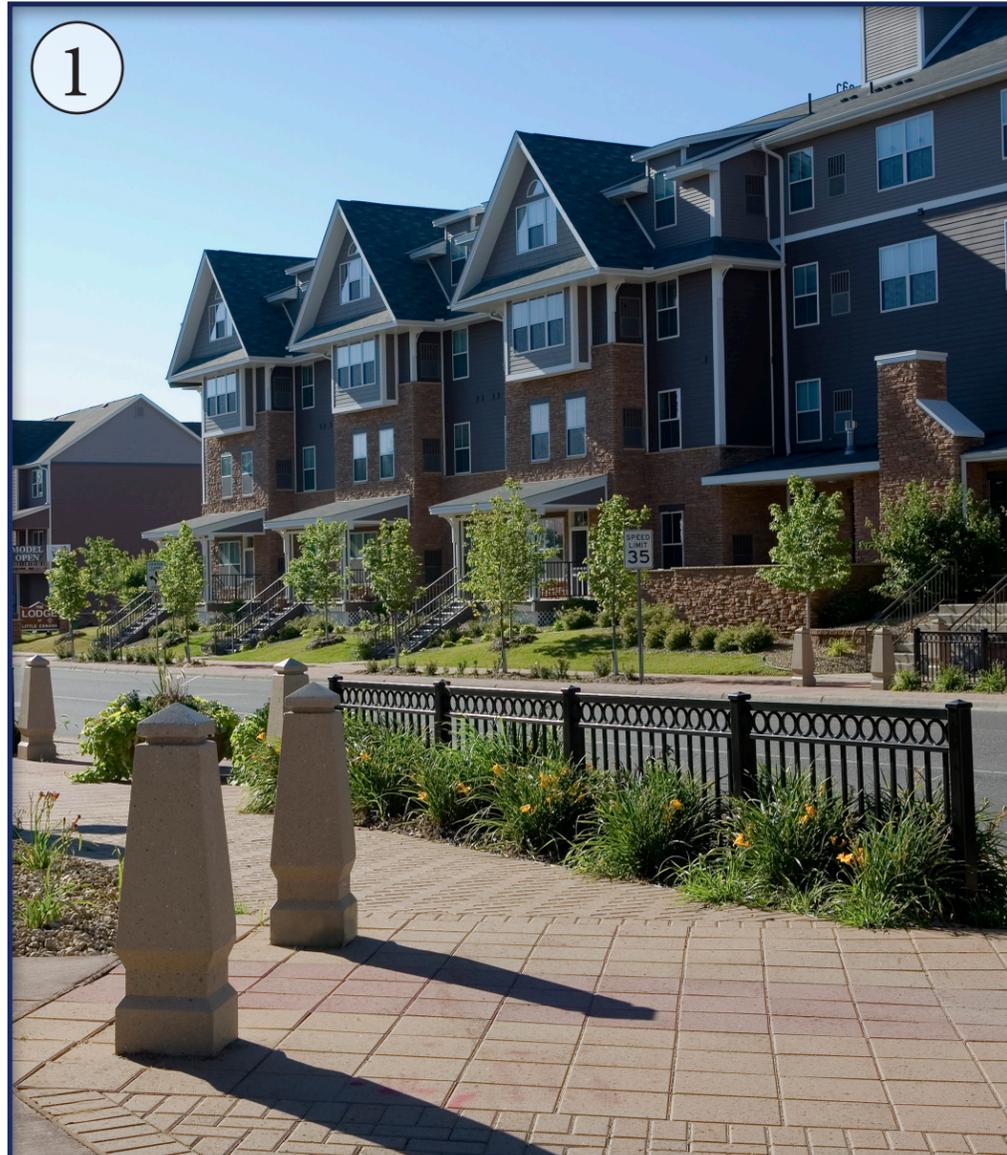
Site Area	6.4 Ac.
Intended Use	Sr. Housing, Commercial
Units & SF	80 Sr. Housing, 15k SF Commercial
Density	22 Dwelling Units / Acre, .12 Floor to Area Ratio

EXISTING CONDITIONS



HERITAGE VILLAGE CHARACTER

- » 1 - Provide an attractive public realm with sidewalks, boulevard trees and attractive building facades, as well as integrating landscaping and other amenity features.
- » 2 - Orient buildings around open space amenities.
- » 3 - Encourage development of a multi-functional restaurant and park oriented use in Heritage Village Park
- » 4 - Utilize stormwater treatment areas as a visual amenity.
- » 5 - Develop district signage to provide continuity and wayfinding from Concord Boulevard to all amenities in the district.
- » 6 - Provide areas for outdoor dining.
- » 7 - Provide tuck-under, rear loaded parking for townhomes.



DESIRED CHARACTER



I. SITE PRINCIPLES:

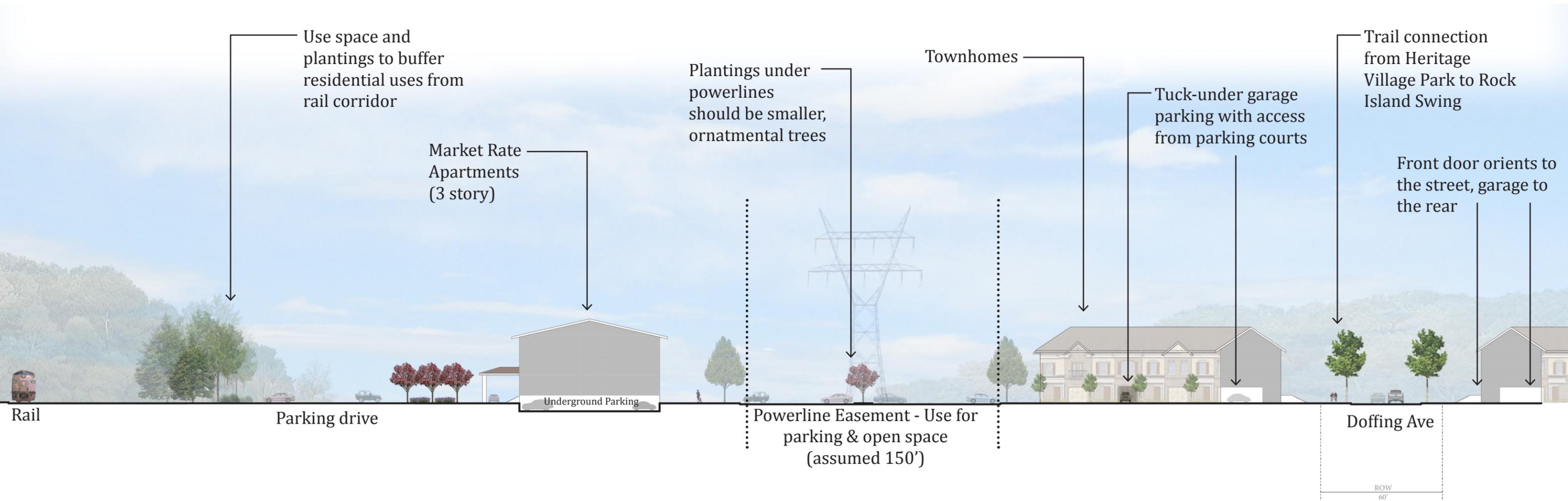
- A. Create strong connections to both Heritage Village Park and Rock Island Swing Bridge.
- B. Strengthen east-west connections between the river, the marinas, new development, the Concord Boulevard corridor, and the neighborhoods to the west of Concord Boulevard.
- C. Orient development to face open space wherever possible.
- D. Develop monument signage at the 65th Street and 66th Street entrances from Concord Boulevard to define a threshold for the area. Sign character should be emulated in smaller, pedestrian scaled signs throughout neighborhood to reinforce identity and continuity.
- E. Incorporate and showcase the Mississippi River and marinas with new development.

II. BUILDING PRINCIPLES:

- A. Develop apartments and/or senior housing with 3+ stories to ensure necessary density.
- B. Design townhomes with tuck-under parking from the rear of the building. Garages will not define the public face of the buildings.
- C. Provide underground parking for high density housing (apartments and senior housing) where possible/feasible with bedrock conditions. Raise the main level of building if necessary to accommodate underground parking.
- D. Building volume should be broken up with recesses and projections such as porches, balconies, dormers, and bays that are incorporated into the volume of the structure to create variation and visual interest.
- E. Evoke historic architecture in restaurant/service commercial buildings through re-use of existing buildings when possible, or utilizing time period appropriate architecture and materials.

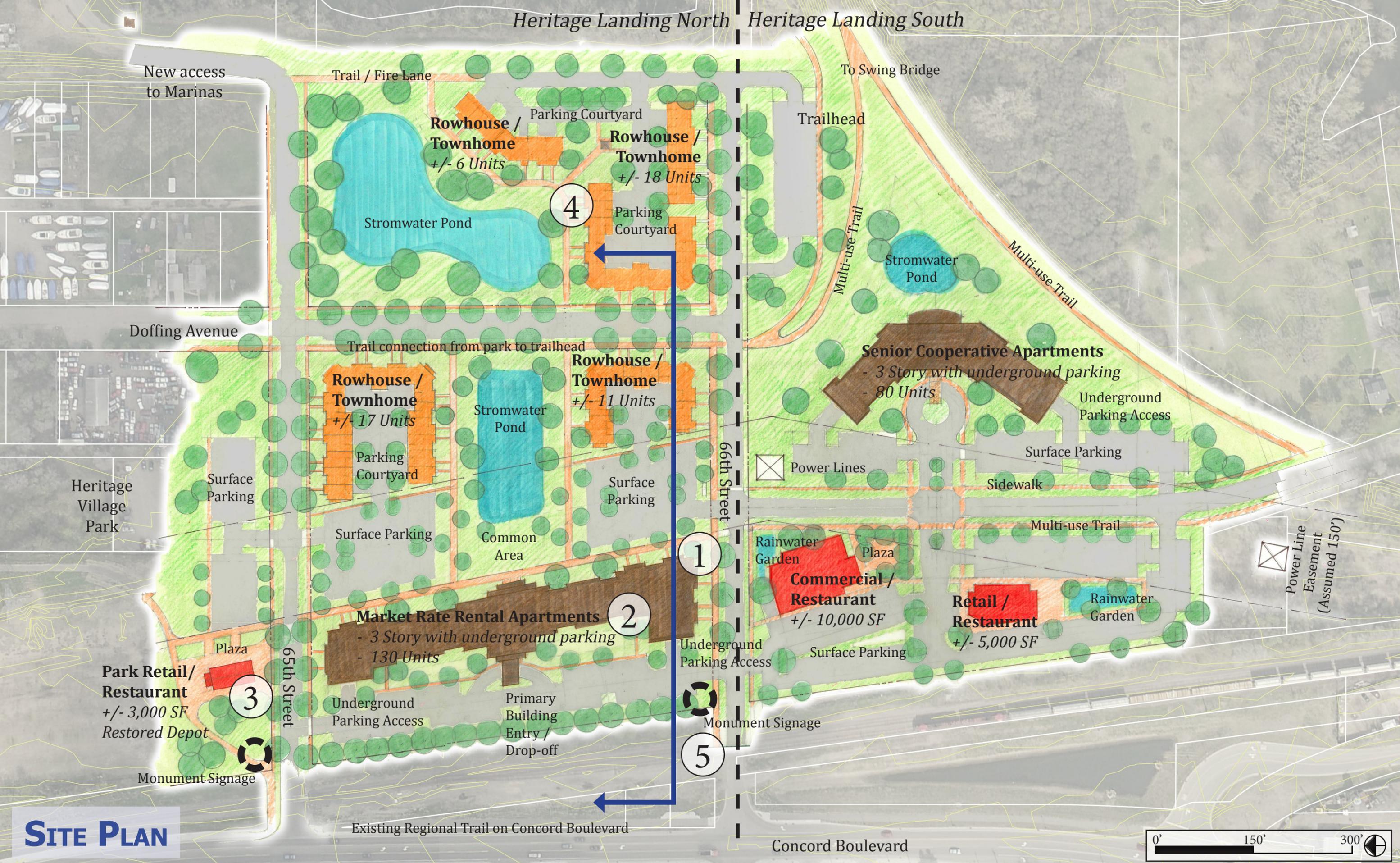
III. LANDSCAPE PRINCIPLES:

- A. Dedicate lower areas, including those in the 100 year flood area, to stormwater treatment.
- B. Develop stormwater features as amenities.
- C. Provide attractive outdoor common spaces as visual and physical activity points.
- D. Utilize attractive, human scale landscaping under the powerlines to mitigate their visual impact.
- E. Buffer existing rail line from new development with enhanced vegetation.
- F. Develop an enhanced, split boulevard entryway to commercial area off of River Road.
- G. Provide boulevard trees along all neighborhood streets.



SECTION ELEVATION LOOKING NORTH

Heritage Landing North Heritage Landing South



New access to Marinas

Trail / Fire Lane

Rowhouse / Townhome +/- 6 Units

Rowhouse / Townhome +/- 18 Units

Stromwater Pond

4

Parking Courtyard

To Swing Bridge

Trailhead

Stromwater Pond

Multi-use Trail

Doffing Avenue

Trail connection from park to trailhead

Rowhouse / Townhome +/- 17 Units

Rowhouse / Townhome +/- 11 Units

Stromwater Pond

Senior Cooperative Apartments - 3 Story with underground parking - 80 Units

Underground Parking Access

Parking Courtyard

Surface Parking

Power Lines

Surface Parking

Sidewalk

Heritage Village Park

Surface Parking

Surface Parking

Common Area

66th Street

1

Rainwater Garden

Plaza

Commercial / Restaurant +/- 10,000 SF

Multi-use Trail

Retail / Restaurant +/- 5,000 SF

Rainwater Garden

Power Line Easement (Assumed 150')

Market Rate Rental Apartments - 3 Story with underground parking - 130 Units

2

Underground Parking Access

Surface Parking

Plaza

65th Street

Park Retail / Restaurant +/- 3,000 SF Restored Depot

3

Underground Parking Access

Primary Building Entry / Drop-off

Monument Signage

5

Monument Signage

Existing Regional Trail on Concord Boulevard

Concord Boulevard

SITE PLAN



CONCORD BOULEVARD NEIGHBORHOOD

CATALYST SITE: *DICKMAN TRAIL - INDUSTRY*

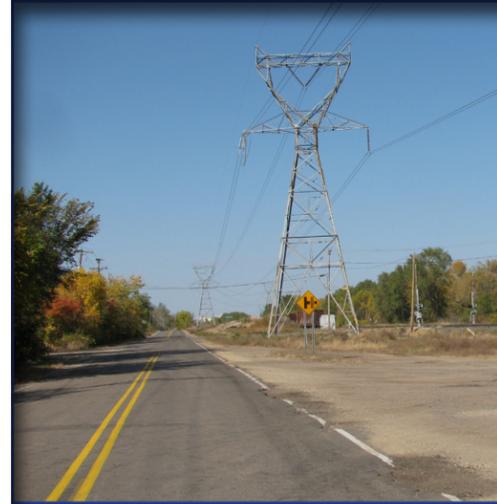


PROJECT SUMMARY - NORTH

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)

PROJECT SUMMARY - SOUTH

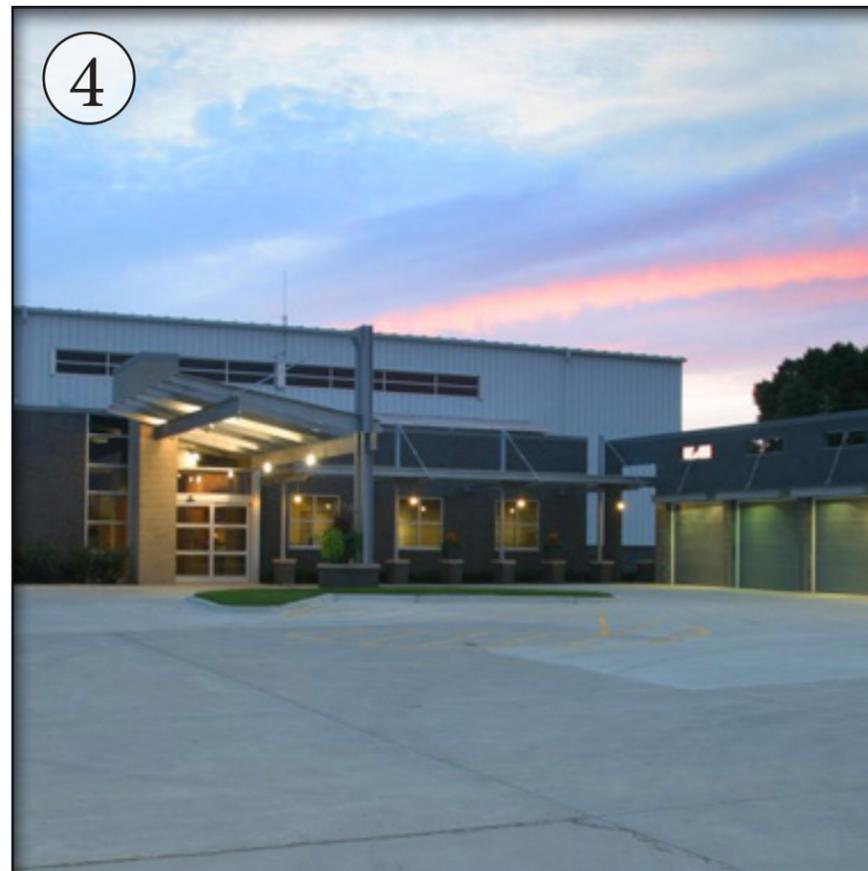
Site Area	25.6 ac. - 15.5 ac Buildable
Intended Use	Office Flex / Light Industrial
SF	138,000 SF
Density	.20 Floor to Area Ratio (of buildable)



EXISTING CONDITIONS

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.



I. SITE PRINCIPLES:

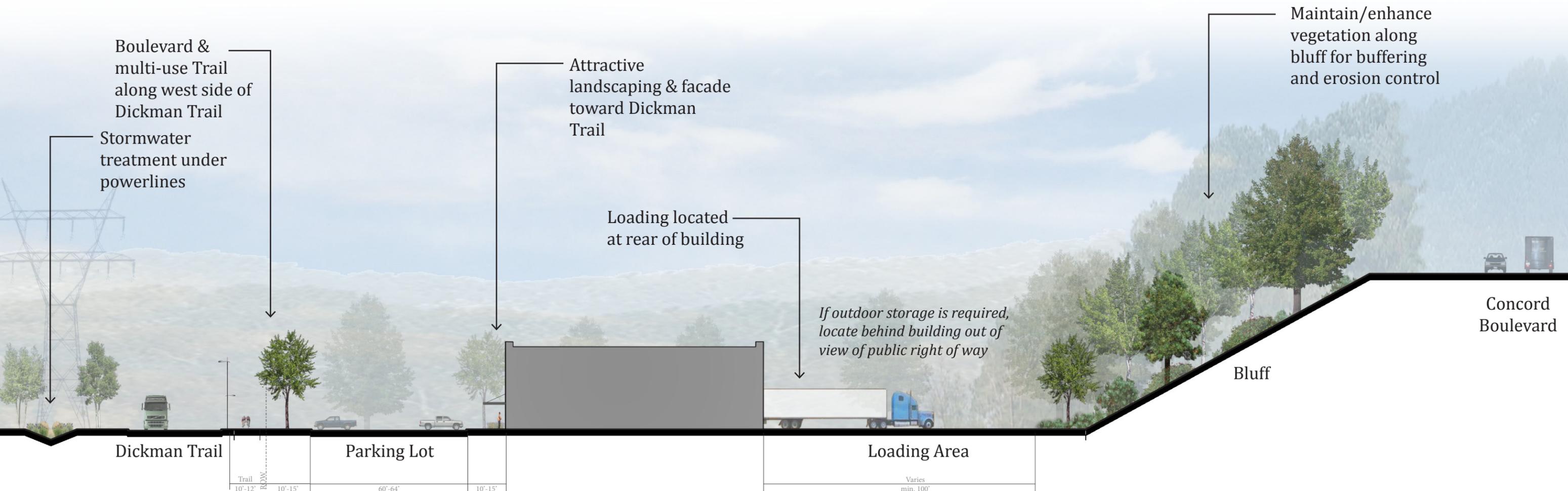
- A. Orient building layout with the primary building entrances towards Dickman Trail.
- B. Protect and enhance natural features such as the creek and the bluff. Site development (buildings and infrastructure) accordingly.
- C. Storage shall be internal whenever possible. If necessary, outdoor storage 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.



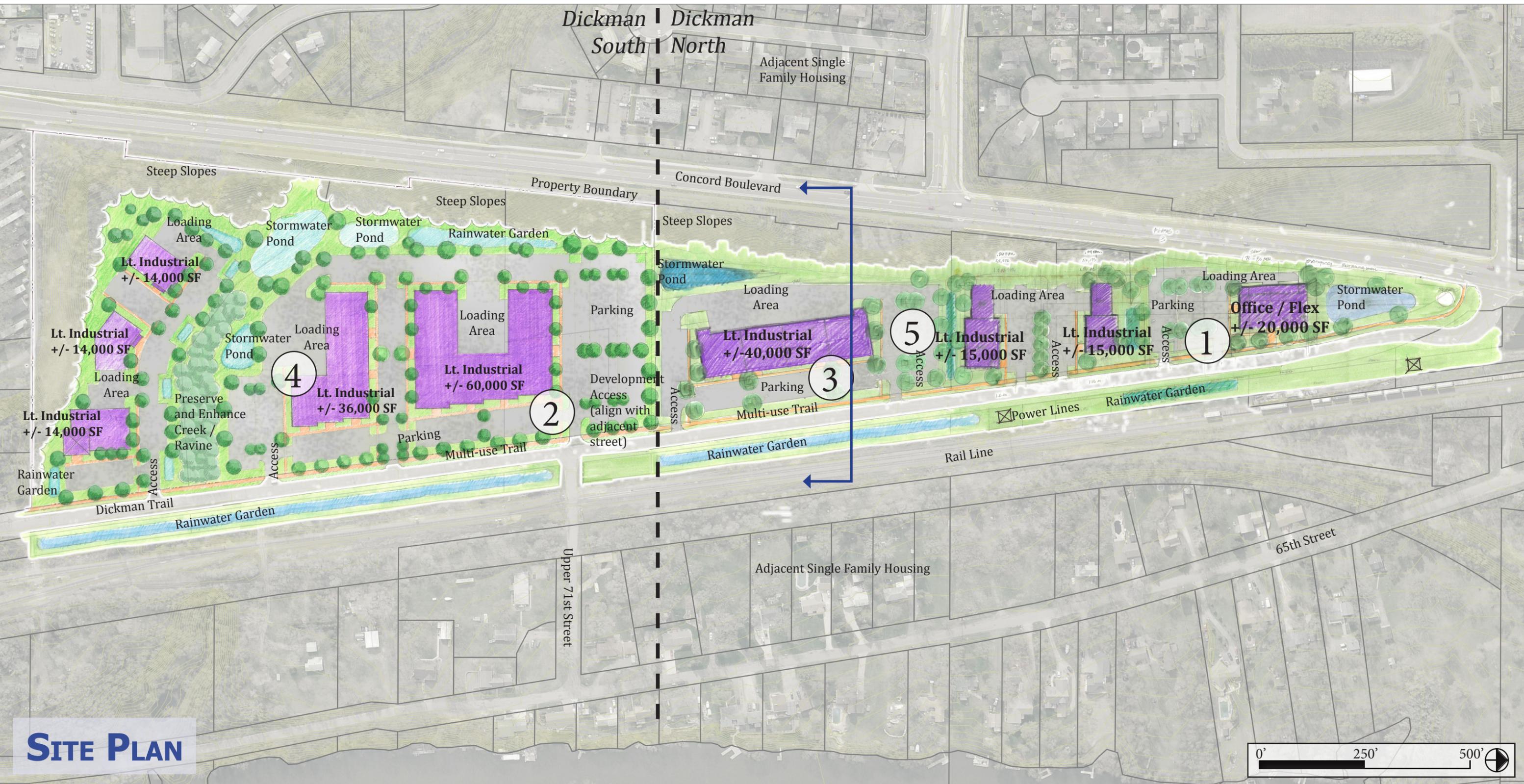
SECTION ELEVATION LOOKING SOUTH

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*



SITE SUMMARY - NORTH

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)

SITE SUMMARY - SOUTH

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)



EXISTING CONDITIONS

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.



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.



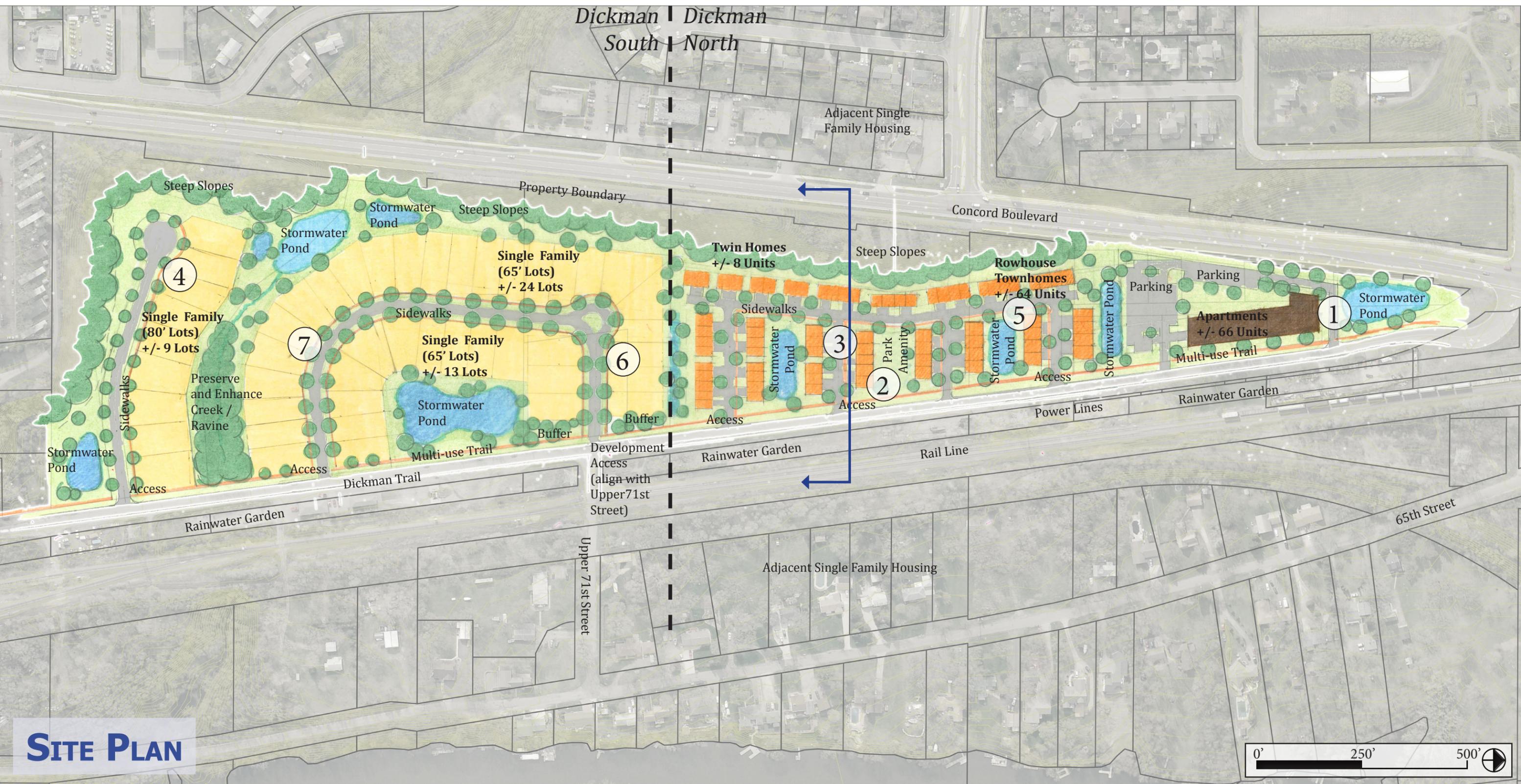
SECTION ELEVATION LOOKING SOUTH

Dickman Residential (South)

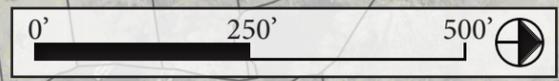
- +/- 9 Single Family Lots at 80' width
- +/- 37 Single Family Lots at 65' width

Dickman Residential (North)

- 3 story Market Rate Rental Apartments (66 Units)
- Underground Parking
- Owner Occupied Townhomes (72 Units)

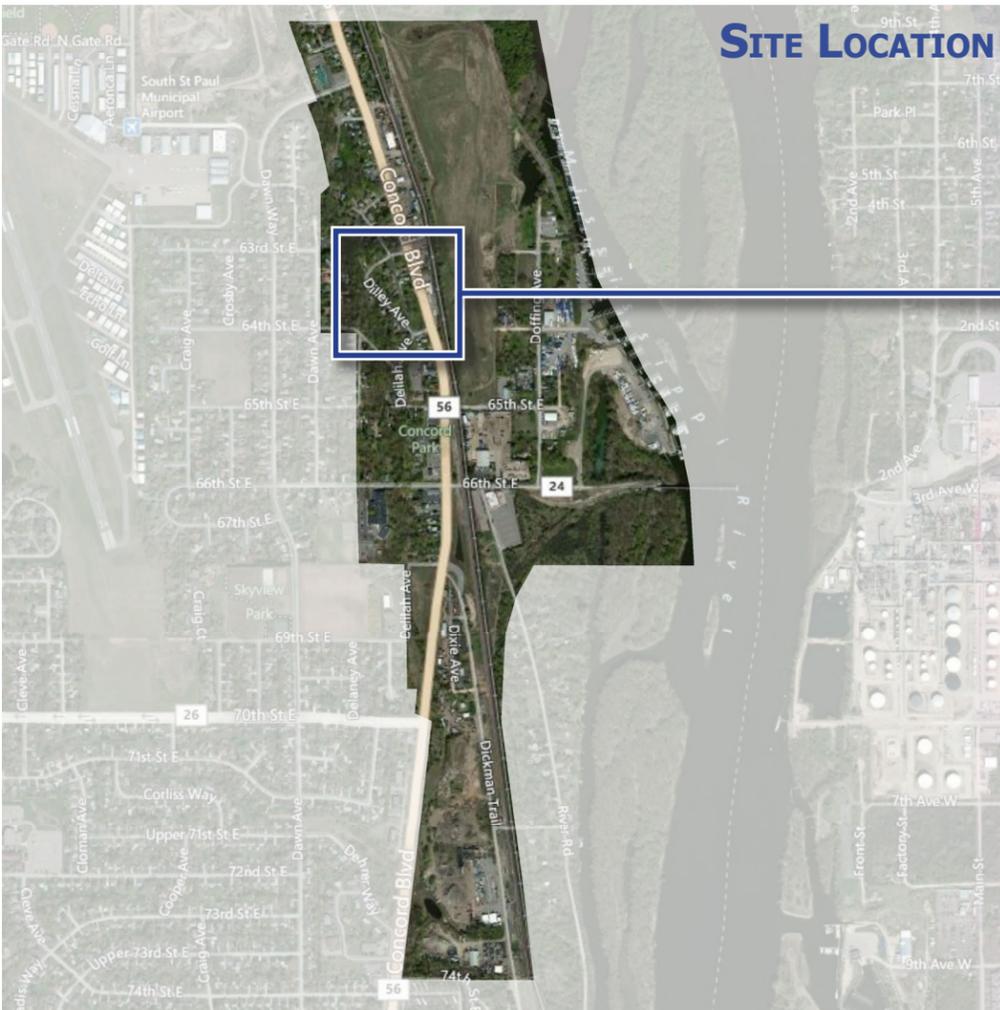


SITE PLAN



CONCORD BOULEVARD NEIGHBORHOOD

CATALYST SITE: 6300 BLOCK



SITE LOCATION



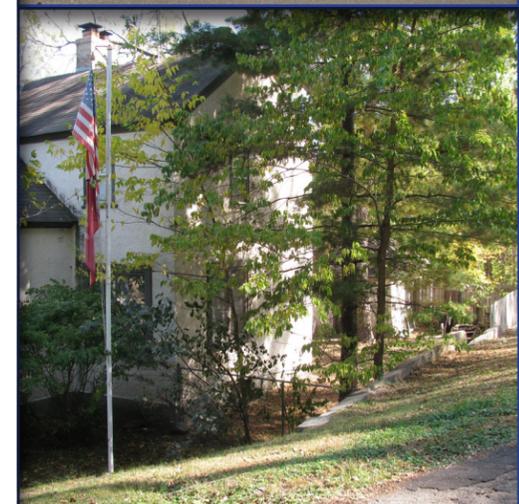
EXISTING SITE

THE 6300 BLOCK SITE

» This site transitions from single family residential and vacant Dakota County CDA owned lots to townhome and twin home residential development. Topography allows for views and tuck-under parking options. Access is managed and alley fed to reduce conflicts on Concord Boulevard.

PROJECT SUMMARY

Site Area	3.50 Ac.
Intended Use	Townhomes
Units	30
Density	9 Dwelling Units / Acre



EXISTING CONDITIONS

THE 6300 BLOCK SITE CHARACTER

- » 1 - Provide stormwater and enhanced landscaping between development and Concord Boulevard as a buffer.
- » 2 - Design 2-3 story townhome development with a mix of materials.
- » 3 - Provide internal greenspace that serves the development.
- » 4 - Vary the face of the building to better fit the surrounding scale of single family homes.
- » 5 - Utilize alley-fed tuck-under parking units with color variation and balconies on housing units throughout the site.



I. SITE PRINCIPLES:

- A. Provide an informal park space for residents on the site.
- B. Site development setbacks should be similar to setbacks for existing neighboring housing.
- C. Provide automobile access from 65th Street, not from Concord Boulevard.
- D. Provide a sidewalk along 65th Street.

II. BUILDING PRINCIPLES:

- A. Provide townhome units with alley-fed tuck-under parking where feasible.
- B. Manage changes in density between townhomes and neighbors by designing units facing 65th Street to have 2 stories visible from the street and a third, lower level for parking exposed only to the rear.
- C. Allow twinhome units at the top of the hill to have garage access from the road due to topography.
- D. Orient buildings to allow visual connection to the park space when possible.

III. LANDSCAPE PRINCIPLES:

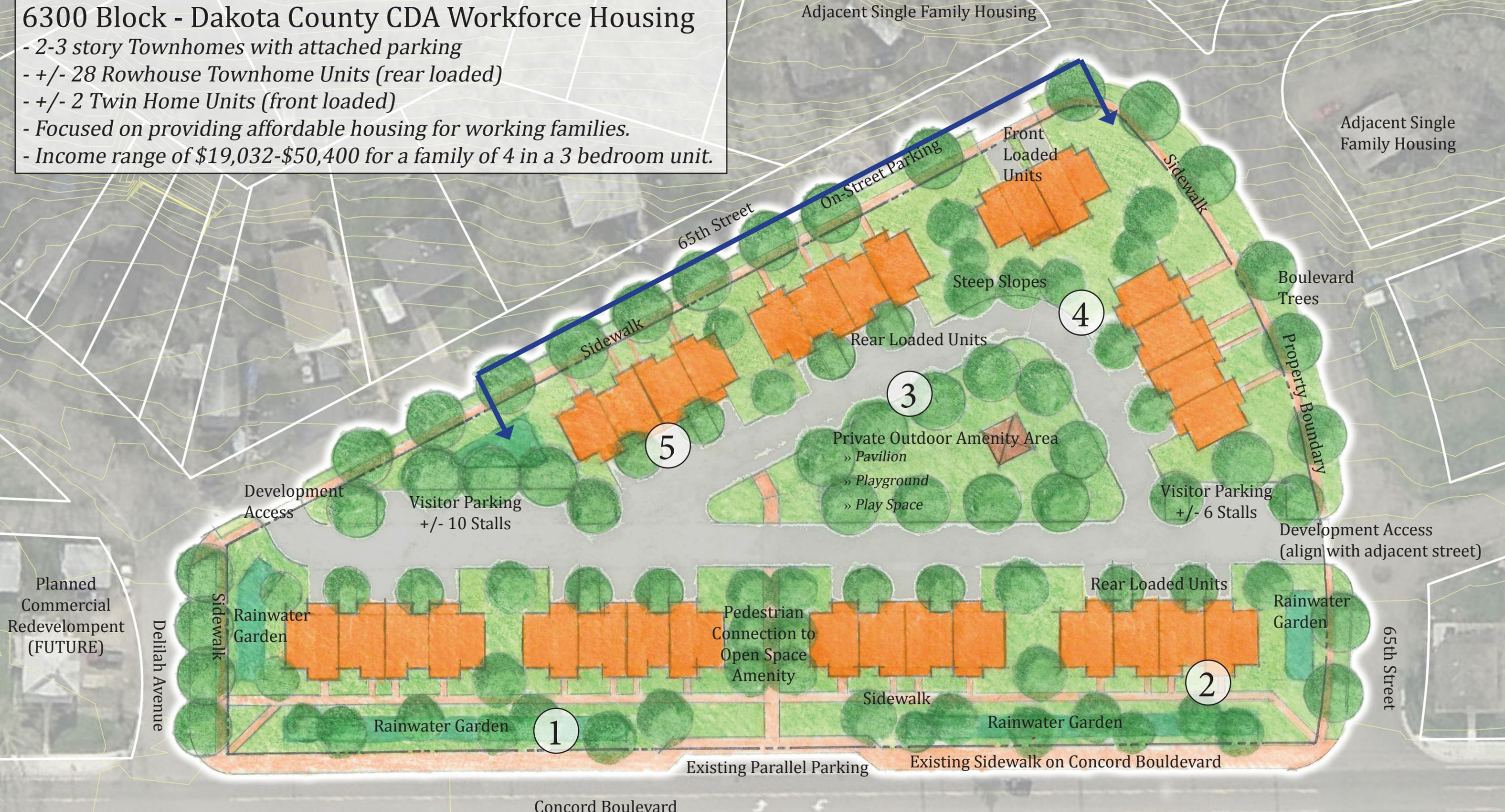
- A. Utilize boulevard plantings and stormwater treatment areas to buffer residences from Concord Boulevard.
- B. Provide off-street visitor parking internally.
- C. Manage topography with retaining walls and vegetation to prevent erosion.
- D. Provide boulevard street trees and sidewalks along 65th Street and Delilah Avenue.



SECTION / ELEVATION LOOKING NORTHEAST ALONG 63RD STREET

6300 Block - Dakota County CDA Workforce Housing

- 2-3 story Townhomes with attached parking
- +/- 28 Rowhouse Townhome Units (rear loaded)
- +/- 2 Twin Home Units (front loaded)
- Focused on providing affordable housing for working families.
- Income range of \$19,032-\$50,400 for a family of 4 in a 3 bedroom unit.



SITE PLAN

