

# REINVESTMENT OPPORTUNITIES

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# REINVESTMENT OPPORTUNITIES

Land uses along the Highway 10 corridor consist of a mix of uses at varying scales and development patterns. The majority of this land is guided by the City of Dilworth's Comprehensive Plan for commercial uses. It is assumed land uses will change over time through reinvestment initiatives and infill opportunities. The purpose of this document is to identify those opportunities, along with safe, effective, and feasible transportation options that will help strength the public realm and community identity. These opportunities are depicted in Figures 1.1. - 1.3 and described throughout this document.



Example of a bikeway alongside a sidewalk. (Richfield, MN)



Example of landscape buffer at highway edge with multi-use trail. (Photo: aifcs.wbdg.org)



Example of Highway Transition Area with Gateway design (Redwing, MN)

## CORRIDOR WIDE OPPORTUNITIES

### BIKE AND PEDESTRIAN IMPROVEMENT OPPORTUNITIES

It is important to continue to emphasize the construction of trails and sidewalks as part of future investments to ensure a walkable environment. Future connections should lead to community destinations and provide a high-quality trail experience.

### GATEWAY OPPORTUNITIES

There are opportunities to create a stronger sense of place when entering Dilworth through the use of gateway treatments. A gateway should provide a first impression of the community and be visible from Highway 10. They can also serve as a traffic calming technique to lower traffic speeds, while notifying drivers that they are entering a more urban environment. Potential locations for gateways are identified in Zone 1 and Zone 3.

### HIGHWAY BUFFER OPPORTUNITIES

Future developments and roadway investments should prioritize an attractive frontage along Highway 10 by creating a variety of public spaces and pedestrian friendly streets. Development should also enhance the pedestrian environment and be planned to accommodate transit users. This will help support a growing demand for transit service along the corridor.

### HIGHWAY TRANSITION AREA OPPORTUNITIES

Future transportation facilities should fit the context of the community and environment. This is important to consider given the varying land use patterns that are developing and intensifying (Zone 1 and 3) on both ends of downtown (Zone 2). As these zones develop, future transportation facilities should support a more urban context that provides a seamless transition to and from the downtown by decreasing speeds and providing pedestrian/bicycle amenities.

### LANDSCAPE BUFFER / EDGE TREATMENT OPPORTUNITIES

Streets occupy the most space within the public realm and play a huge role on how people experience

a place. Greater attention needs to be given to these spaces to enhance the users experience and encourage pedestrian/bicycle movement. It is also an opportunity to introduce boulevards and greenspaces (e.g., street trees, grasses, raingardens, and flower gardens) that contribute to the quality of the public space of streets. Boulevards and greenspaces can also be used to address stormwater needs, snow storage, and the location of utilities.

## ZONE 1 (WEST END) OPPORTUNITIES

Zone 1 is Dilworth’s primary commercial hub. This area is anchored by several large retail stores and a mix of shops, restaurants, offices, and light industrial uses. Land patterns are characterized by larger surface parking lots and low lot coverages. Land in this area is predominately guided and zoned for commercial uses and present a number of infill opportunities.

### BUSINESS INFILL OPPORTUNITIES

There are several large vacant parcels that offer a number of infill opportunities. These sites are attractive for their visibility from the highway. However, certain development types (e.g., big box stores and retail uses) may be challenging to attract based on regional markets. To overcome these challenges, the City may want to consider mixed-use developments that allow for the integration of residential uses (vertically or horizontally). Allowing for this type of development to occur can help bolster economic development activity and create a more vibrant place for people to live, work, and shop.

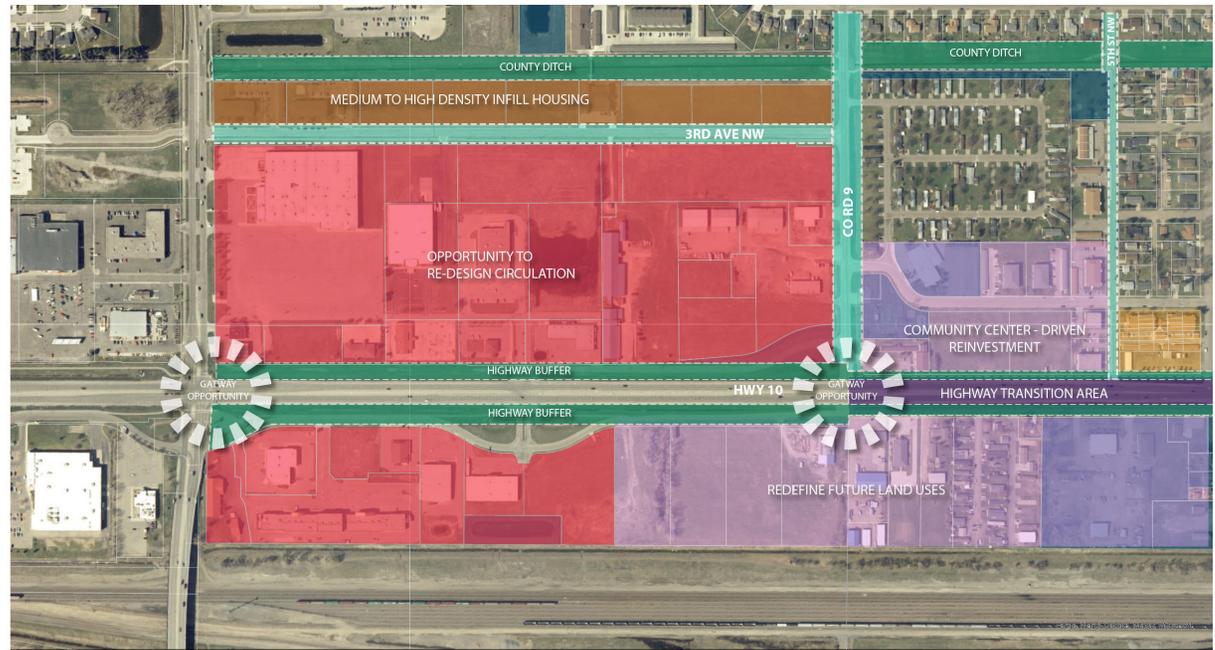
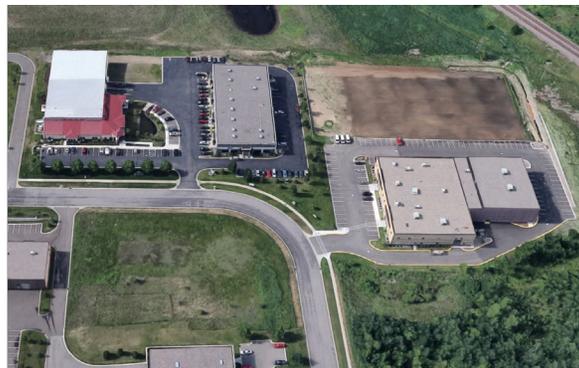


Figure 1.1 Zone 1 (West End) Opportunity Map



Highway infill development example with shared access and parking in Elk River, MN.



Highway transition area into downtown example in St. Peter, MN.

## CIRCULATION OPPORTUNITIES

There are opportunities to partner with property owners to implement internal circulation improvements, shared parking strategies, and the consolidation of access points and driveways. Frontage road definition and improvement has been identified as a potential opportunity. Internal pedestrian and bicycle connections are also limited with varying degrees of connectivity to building entrances. Future developments should consider strategies (e.g., cross access agreements and shared parking opportunities) that improve vehicle, pedestrian, and bicycle access.

## REINVESTMENT OPPORTUNITIES

The eastern edge of Zone 1 presents several opportunities to redefine future land uses and reinvest in the quality of uses that are compatible with adjacent neighborhoods. Future development should ensure compatible design transitions between commercial/industrial and residential uses. Site design standards could include greater setbacks and landscaping standards. All commercial or industrial development should also be screened from the view of adjacent houses and Highway 10.

## RESIDENTIAL OPPORTUNITIES

Recent developments along 3rd Avenue has consisted of medium to high density housing products. Its proximity to adjacent commercial uses makes for an attractive live/work environment. However, it is important to continue to build a safe and accessible pedestrian and bicycle network that links residents to key destinations. A potential barrier in making these connections includes the county ditch.



Example of restored prairie serving as a vegetated buffer surrounding commercial development. (Photo: Shooting Star Native Seeds)



Sidewalk and bike path in residential area of Nanaimo, British Columbia. (Photo: Roy Symons)



Mixed use development example in St. Louis Park, MN

## ZONE 2 (DOWNTOWN) OPPORTUNITIES

Historically the downtown area has been guided for commercial land uses; however, the term “mixed-use” more accurately describes the evolving nature of the area. The downtown area consists of a mix-of-uses that include convenience stores, city hall, restaurants/bars, shops, and single-family homes.

### ALLEYWAY IMPROVEMENT OPPORTUNITIES

Alleyways can improve traffic circulation and minimize access points along Highway 10. By eliminating access points, we can improve the street frontage by creating more space for amenities (e.g., sidewalks, plantings, lighting, and benches) and eliminate conflicts between vehicle and pedestrians. The alleyways also provide an opportunity to better access parking lots without being accessed from Highway 10.

### FAÇADE REINVESTMENT PROGRAM OPPORTUNITIES

Although building facades are private property, they perform a public function by contributing to the enclosure of the public space of the street. As such, there are opportunities to improve the feel and character of downtown by reinvesting in building facades to create a unique destination. Building facades should be compatible in scale and character to ensure neighborhood cohesion between commercial and residential land uses.



Figure 1.2 Zone 2 (Downtown) Opportunity Map



Example of Main Street Facade Program (Photo: National Park Service)

## REINVESTMENT SITE OPPORTUNITIES

Downtown will continue to evolve through the change of land uses or infill development opportunities. Regardless of those changes, future investments need to carefully take into consideration design standards that support a walkable and interesting place to visit. Typical design standards can include relatively small building setbacks, specific façade treatments, architectural guidelines, and maximum parking requirements. These types of standards will be explored further as part of a separate study, in addition to the exploration of preferred reinvestment types.

## STREETScape AND BIKE/PED IMPROVEMENT OPPORTUNITIES

Numerous streets in the adjacent neighborhoods provide a pleasant walking experience to downtown. However, Highway 10 offers a less desirable experience for pedestrians given the sidewalks placement/design and adjacency to traffic. It is important to consider the role a walkable environment and enhanced public realm plays in the success of a downtown's economic development activity. In that respect, the pedestrian experience and public realm will need to be considered heavily in the redesign of Highway 10.

Based on the study's traffic analysis, reducing the number of vehicle travel lanes from four lanes to three lanes is feasible for the stretch of Highway 10 in downtown. Preceding with this option will provide greater opportunities to enhance the public realm and support revitalization efforts.



*Low-impact infill development example. (Photo: Davis Vanguard)*



*Example of 3-lane conversion with additional space allocated for bike lanes, sidewalks, and boulevard planting in Robbinsdale, MN.*

## ZONE 3 (EAST-END) OPPORTUNITIES

The eastern edge of the community is experiencing greater development pressure. Most of this pressure is occurring in the form of residential developments. Land directly along Highway 10 continues to be vacant and predominately guided for commercial uses.

### BUSINESS INFILL OPPORTUNITIES

Site design and building aesthetics along the corridor should promote a positive image of the community. This can be achieved through design principles (e.g., building materials and landscaping) that convey the corridor as an attractive place for visitors and prospective businesses. Development along Highway 10 will also need to take into consideration backage roads, as access onto Highway 10 will be limited at key intersections.

### NEIGHBORHOOD COMMERCIAL & MIXED-USE OPPORTUNITIES

Development along 14th Street NE is best characterized as neighborhood commercial or mixed-use centers. These uses are smaller scale, providing retail goods and services to the surrounding neighborhoods. Expanding this type of development patterns and land uses will strengthen opportunities to provide goods and services that directly cater to a limited geographic area or adjacent neighborhoods

Providing convenient access to these businesses will reduce stress on the transportation system by limiting trip lengths for the purchase of retail

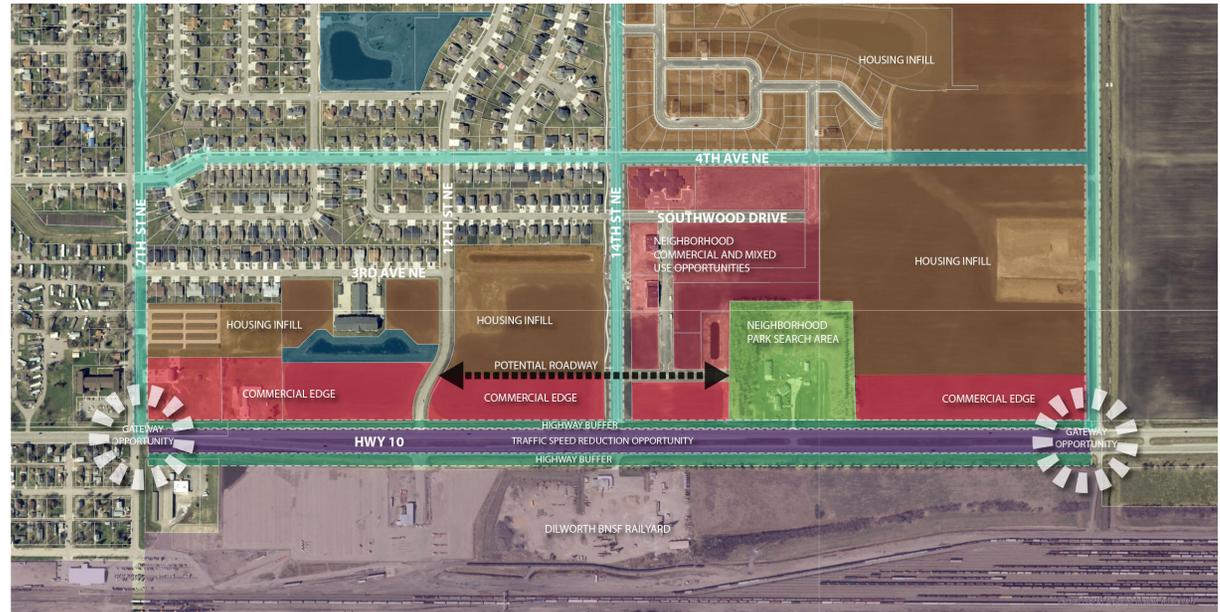
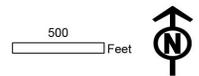


Figure 1.3 Zone 3 (East-End) Opportunity Map



Newer commercial development along 14th St. NE and Southwood Drive in Dilworth.

goods and services. More importantly, pedestrian and bicycle connections to these commercial nodes will build stronger neighborhood cohesion and identity.

### PARK/OPEN SPACE OPPORTUNITIES

Dilworth has a healthy number of parks and trails that contribute to making it a desirable place to live, where residents can stay active and connected. As the eastern edge intensifies, a stronger demand for parks and open spaces will increase to accommodate new residents. Natural areas should be protected for future park opportunities. An area of opportunity to preserve for a future park includes a large wood lot north of Highway 10.

### RESIDENTIAL OPPORTUNITIES

The Comprehensive Plan identifies east-west “stretches” of medium- to high-density residential uses that serve as a buffer between commercial and low-density residential uses. It is important to consider the integration of a mix of housing products (e.g., townhomes and duplexes) throughout single-family neighborhoods to create stronger neighborhood cohesion.



Example of live-work Mixed Use Development in Cincinnati, OH. (Photo: buildingenclosureonline.com)



Example of Mixed Use Development in Providence, RI designed with pedestrian circulation and shared parking. (Photo: truthbox.com)



Example of residential development in Longmont, CO with shared circulation network and parking strategy. (Photo: EPA)