

DOWNTOWN DILWORTH REINVESTMENT STUDY

AUGUST 2023



CONTENTS

INTRODUCTION	3
BACKGROUND INFORMATION	3
EXISTING CONDITIONS & REINVESTMENT OPPORTUNITIES	4
CORRIDOR WIDE OPPORTUNITIES.....	4
ZONE 1 (WEST END) OPPORTUNITIES.....	6
ZONE 2 (DOWNTOWN) OPPORTUNITIES.....	8
ZONE 3 (EAST-END) OPPORTUNITIES.....	10
GOALS AND STRATEGIES.....	12
ILLUSTRATIVE PLANS	19
LIVE/WORK TOWNHOMES.....	19
EAT/DRINK/ENTERTAINMENT.....	19
MIXED USE BUILDINGS.....	19
SINGLE FAMILY HOMES.....	19
ADDITIONAL PARKING.....	19

KEYS TO IMPLEMENTATION	24
UPDATE LAND USE CONTROLS.....	24
PATIENCE AND DISCIPLINE.....	26
STRATEGIC INVESTMENTS.....	26
PARTNERSHIPS.....	26
ECONOMIC DEVELOPMENT STRATEGIES.....	26
ENTERPRISE DEVELOPMENT.....	27
FINANCIAL PLANNING AND COORDINATION.....	27
ROLES AND RESPONSIBILITIES.....	29
APPENDIX A - DRAFT MIXED USE ZONING ORDINANCE	30

ACKNOWLEDGMENTS

Special thanks to those who contributed to the study:

- » L. Peyton Mastera, City Administrator
- » Don Lorsung, Community Development Director
- » The Dilworth Mayor and City Council
- » Planning Commission
- » Dilworth Businesses and Community Members

Prepared by HKGi



US TRUNK HIGHWAY 10

Highway 10 through Dilworth is a critical regional corridor providing mobility across the State of Minnesota. US 10 serves as the de facto Main Street and gateway to the City of Dilworth and serves many of Dilworth's major businesses, recreational areas, schools, and communities of faith. While an asset for statewide mobility, US 10 can also be a barrier to north-south multimodal movements in the community. The US 10 Corridor Study through Dilworth provides the City of Dilworth the opportunity to balance the needs of the Minnesota Department of Transportation's (MnDOT) statewide mobility goals with the local safety and multimodal needs of the city.

INTRODUCTION

The Downtown Dilworth Reinvestment Study presents an opportunity to imagine how reinvestment in Downtown Dilworth will coincide with future Highway 10 improvements. As a desired study in the City's 2045 Comprehensive Plan, the Downtown Reinvestment Study provides an opportunity to consider a much broader vision for the area. This includes ideas for commercial reinvestment, commercial and residential redevelopment, improved pedestrian/bicycle connections, and streetscape improvements.

The study process included several work sessions with the Planning Commission and City Council, open houses and online engagement that coincided with the Dilworth Highway 10 Corridor Study, and one-on-one interviews with Downtown Businesses.

BACKGROUND INFORMATION

The City of Dilworth, Minnesota Department of Transportation (MnDOT), and Fargo-Moorhead Metropolitan Council of Governments (Metro COG) embarked on a study to identify a recommended set of improvements for the Highway 10 corridor. The study began in the spring of 2022 and concluded in the spring of 2023.

The Highway 10 Corridor Study evaluated different alternatives for management of existing and future traffic flow; with discussion on alternative lane configurations, access management, on-street parking



recommendations, intersection control options, alternative intersection concepts, freight flow, bicycle and pedestrian connectivity, transit needs, public utility needs, and potential impacts to intersecting streets.

As the Highway 10 Corridor Study progressed, the City of Dilworth initiated the Reinvestment Study to better understand the relationship Highway 10 has with its adjacent land uses. The purpose of the study is to help achieve the following:

- » Establish Goals for Downtown Dilworth.
- » Identify realistic public and private strategies for reinvestment in Downtown Dilworth.
- » Document existing conditions and reinvestment opportunities.
- » Create concepts that help demonstrate the possibilities.
- » Identify land use control modifications to support the study's findings.

EXISTING CONDITIONS & REINVESTMENT OPPORTUNITIES

Land uses along the Highway 10 corridor consist of a mix of uses with varied development patterns and scales. 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 safe and a high-quality user 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, downtown, 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 Dilworth (Zone 2). As these zones develop, future transportation facilities should support a more urban context that provides a seamless transition to and from Downtown Dilworth 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, rain gardens, 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.

REDEVELOPMENT POTENTIAL

The redevelopment potential map, shown to the right, evaluates specific downtown properties based on a number of variables such as age of structure, land value, building value, lot size, and residential/non-residential use.

This information is considered a baseline in identifying potential redevelopment parcels and provides a high-level guide to sites with the most potential to redevelop. However, this analysis is not the only metric in determining candidate sites for redevelopment. A range of factors such as ownership, timing, site assembly, and financial analysis will help determine the ultimate redevelopment in the downtown. While these sites are identified as most likely to redevelop, this does not mean the City of Dilworth will be an active participant in the redevelopment.

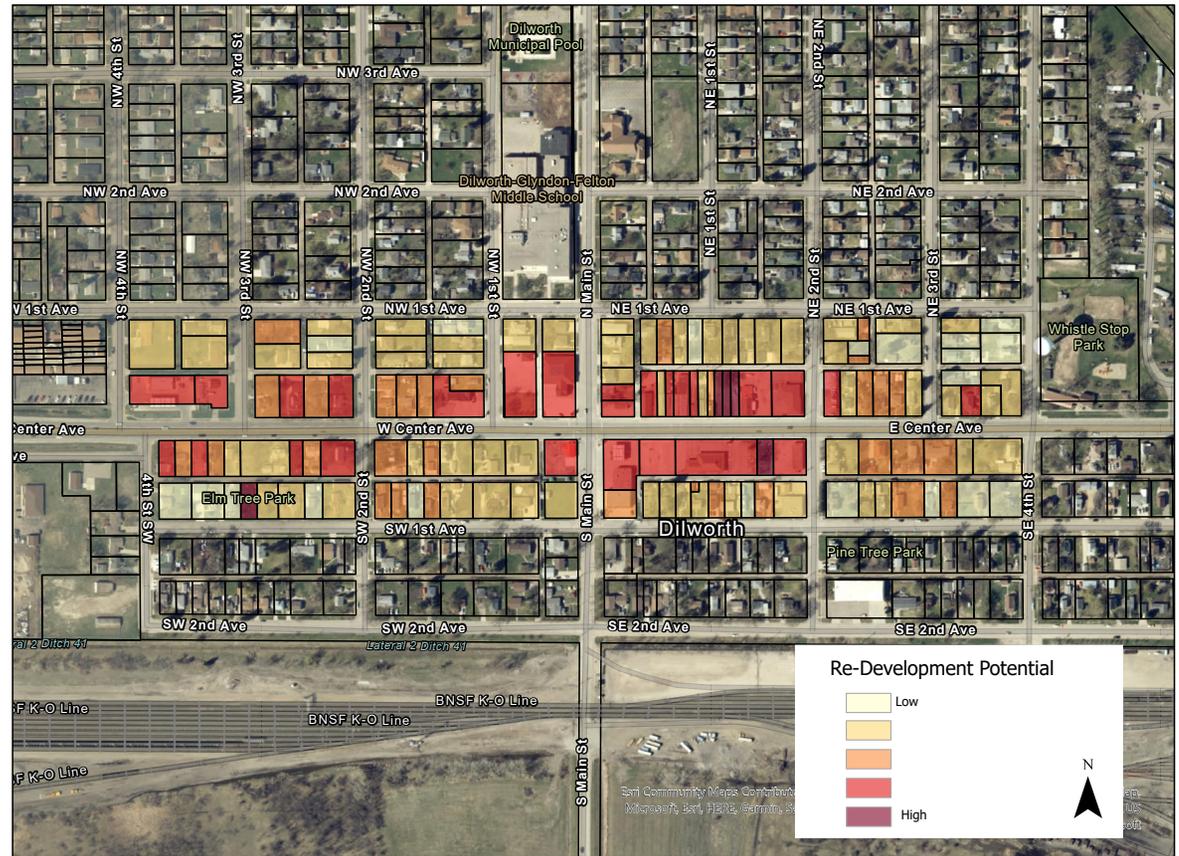


Figure 1: Redevelopment Potential Diagram

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. Development 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 of Dilworth 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.

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. 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.



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



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

RESIDENTIAL OPPORTUNITIES

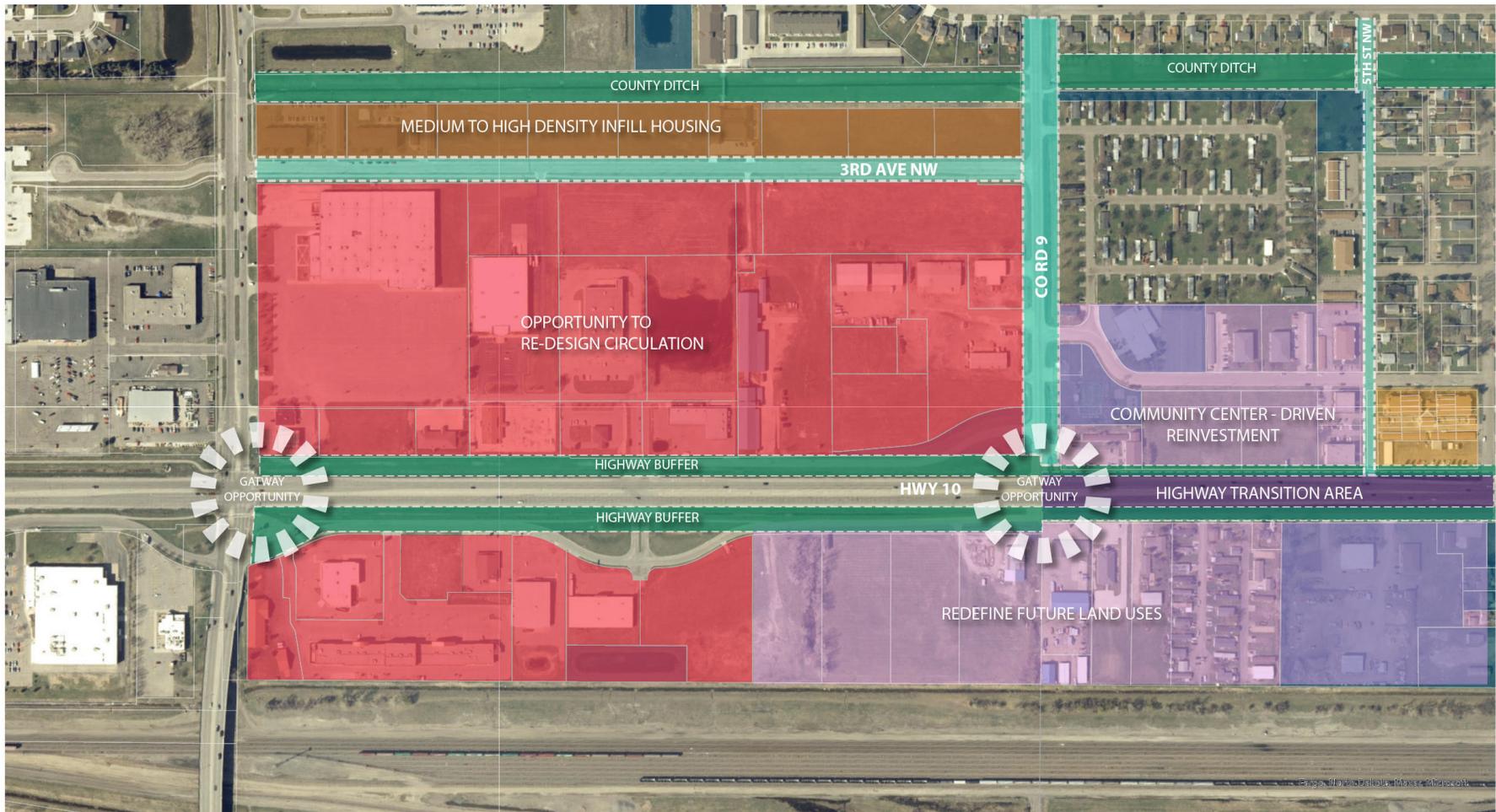
Recent developments along 3rd Avenue has consisted of medium to high density housing products. Its proximity to adjacent commercial uses makes for an attractive live/work environment. However, it is important to continue to build a safe and accessible pedestrian and bicycle network that links residents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



Horizontal mixed use development example in Woodbury, MN (Urban Village)



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



ZONE 1 | OPPORTUNITIES



- | | | |
|---|---|--|
|  RESIDENTIAL OPPORTUNITIES |  CITY-OWNED PROPERTY (EXG) |  LANDSCAPE BUFFER / EDGE TREATMENT |
|  BUSINESS INFILL OPPORTUNITIES |  REDEVELOPMENT SITE OPPORTUNITY |  BIKE AND PED IMPROVEMENT OPPORTUNITIES |
|  REINVESTMENT OPPORTUNITIES | |  HIGHWAY TRANSITION AREA |

500



Figure 2: Zone 1 (West End) Opportunity Map

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, the City of Dilworth 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.



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

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 Dilworth 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.

REINVESTMENT SITE OPPORTUNITIES

Downtown Dilworth 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



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

explored further as part of a separate study, in addition to the exploration of preferred reinvestment types.

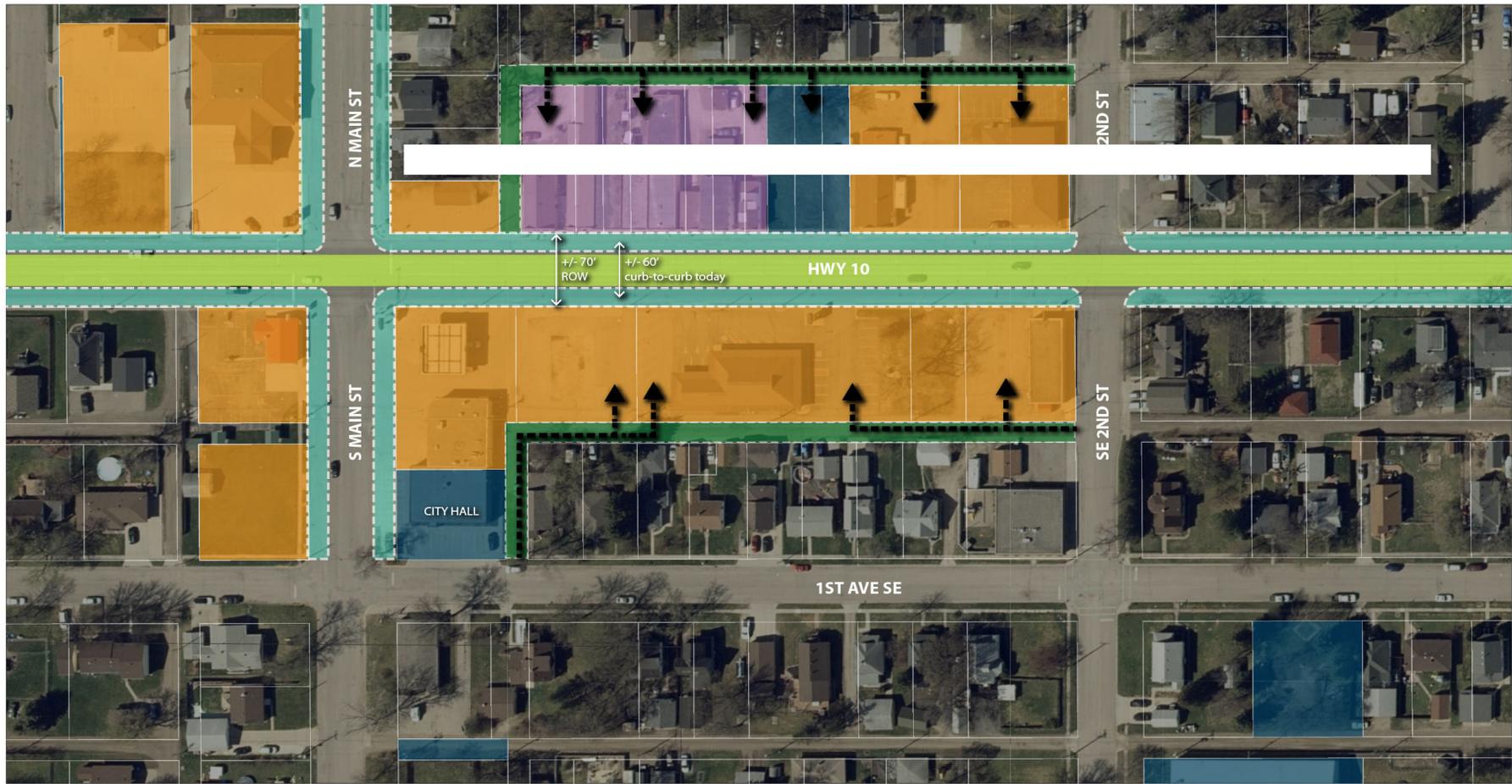
STREETSCAPE AND BIKE/PED IMPROVEMENT OPPORTUNITIES

Numerous streets in the adjacent neighborhoods provide a pleasant walking experience to Downtown Dilworth. 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 Dilworth. Preceding with this option will provide greater opportunities to enhance the public realm and support revitalization efforts.



Example of a Casey’s Gas Station in Amena, IA



DOWNTOWN FOCUS AREA | OPPORTUNITIES



- REDEVELOPMENT SITE OPPORTUNITY
- CITY-OWNED PROPERTY (EXG)
- FACADE REINVESTMENT PROGRAM OPPORTUNITY

- STREETScape OR BIKE/PED IMPROVEMENT OPPORTUNITY
- ROAD DIET OR 4-3 LANE CONVERSION OPPORTUNITY

- ALLEYWAY IMPROVEMENT OPPORTUNITY
- PARKING / VEHICLE ACCESS OPPORTUNITY

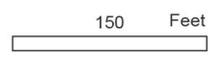


Figure 3: Zone 2 (Downtown Opportunity Map)

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

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



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



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

opportunities. An area of opportunity to preserve for a future park includes a large wood lot north of Highway 10.

RESIDENTIAL OPPORTUNITIES

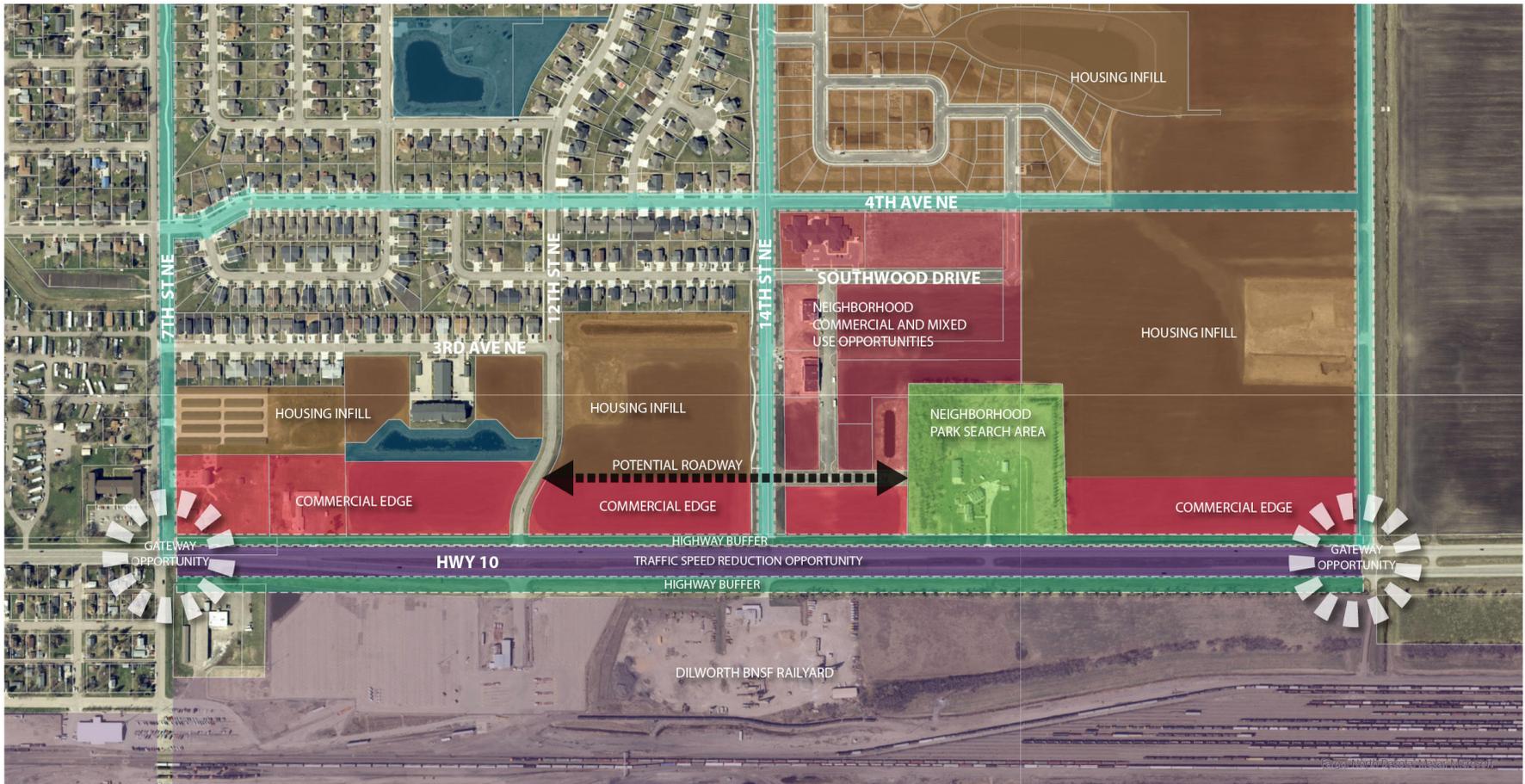
The Comprehensive Plan identifies east-west “stretches” of medium- to high-density residential uses that serve as a buffer between commercial and low-density residential uses. It is important to consider the integration of a mix of housing products (e.g., townhomes and duplexes) throughout single-family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



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



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



ZONE 3 | OPPORTUNITIES



- | | | |
|---|---|--|
|  RESIDENTIAL OPPORTUNITIES |  CITY-OWNED PROPERTY (EXG) |  LANDSCAPE BUFFER / EDGE TREATMENT |
|  BUSINESS INFILL OPPORTUNITIES |  REDEVELOPMENT SITE OPPORTUNITY |  BIKE AND PED IMPROVEMENT OPPORTUNITIES |
|  REINVESTMENT OPPORTUNITIES |  PARK / OPEN SPACE OPPORTUNITY |  HIGHWAY TRANSITION AREA |
| |  POTENTIAL ROADWAY | |

500 Feet



Figure 4: Zone 3 (East-End) Opportunity Map

VISION, GOALS AND STRATEGIES

The following vision statement, goals, and strategies were developed based on community input and guidance from City Staff, City Council, and Planning Commission. They can be used as a source of inspiration and guidance when making reinvestment decisions along the Highway 10 corridor.

The goals help further articulate the community's vision for Downtown Dilworth. The strategies are action oriented items that can be implemented to achieve the Downtown Dilworth's vision and goals.

VISION STATEMENT

We (the City and community) envision a Downtown Dilworth that fosters a neighborhood experience that is welcoming to a broad audience of businesses, residents, and visitors. We will work to find transportation solutions that support downtown business growth and reinvestment, while improving the community's identity and quality of life.

DOWNTOWN GOALS

- » Create a place for people to live, work, learn, and explore.
- » Identify and build on existing assets to stimulate markets and foster business growth.
- » Reallocate roadway space (Highway 10) to enhance the public realm and create room to improve safety and comfort for all modes of travel.

- » Allow greater flexibility for new uses to occur in and around Downtown Dilworth.
- » Reinvest in the public realm to create a distinct and welcoming place to attract people.
- » Redefine Downtown Dilworth as the heart of the City where history is celebrated and civic/cultural activities occur.

REINVESTMENT STRATEGIES

- » **Zoning:** Build upon zoning requirements to allow greater flexibility for new uses to occur in and around Downtown Dilworth
- » **Incentives:** Create incentives for redevelopment and encourage private investment in the Downtown.
- » **Adaptive Reuse:** Encourage smaller commercial/retail floor plans that allow greater flexibility for reuse in the future.
- » **Housing Options:** Use infill or development sites to expand the mix of housing in the area (e.g., row/townhouses, affordable units, and live-work units).
- » **Site Intensity:** Maximize a site's capacity to achieve greater lot coverage and densities, while providing ample space for landscaping treatments.
- » **Civic Uses:** Maintain a concentration of civic and public uses in the Downtown to encourage business activity.
- » **Public-Private-Partnerships:** Establish public-private-partnerships to help finance and build projects that result in positive outcomes that benefit the community.

BUILDING DESIGN STRATEGIES

- » **Building Transition:** Require site designs that provide the appropriate transition between residential neighborhoods and commercial uses.
- » **Building Placement:** Encourage building placement to occupy the street edge to the greatest degree possible to reinforce streetscapes and continuous storefronts.
- » **Building Materials:** Require building materials and architectural characteristics that create neighborhood character.
- » **Building Design:** Locate commercial and retail space on the ground floor and provide direct access from street frontages.
- » **Ground Level:** Create inviting spaces by emphasizing the use of façade treatments and glass windows that provide views into commercial/retail use.

SENSE OF PLACE STRATEGIES

- » **Personal Connections:** Support development projects that preserves and enhances the ability of residents and users of Highway 10 to make personal connections to the community.
- » **Pedestrian Experience:** Create a pedestrian-oriented frontage along the corridor by prioritizing the available space for contiguous sidewalks, benches, café tables, and landscaping.
- » **Public Art:** Inspire pedestrian movement and exploration through art installations.
- » **Landscaping:** Incorporate landscaping and aesthetics to all new developments and transportation improvements.



TRANSPORTATION STRATEGIES

- » **Safety & Mobility:** Use innovative design options that reduces vehicles speeds and improves vehicle, pedestrian, and bicycle safety, while maintaining traffic flow.
- » **Connectivity:** Increase the corridor's connectivity by improving pedestrian and bicycle connections.
- » **Winter Maintenance:** Adopt a snow and ice control policy that prioritize winter maintenance activities along major pedestrian and bicycle routes.
- » **Access Management:** Apply access management techniques to increase spacing between intersections, and improve safety and mobility.
- » **Wayfinding:** Include wayfinding features to draw people to Downtown Dilworth and the Heartland trail.

PARKING STRATEGIES

- » **Unified Parking:** Embrace a unified parking approach to maximize land for higher-end uses.
- » **Quantity of Parking:** Minimize parking needs by leveraging the downtown's existing surface lots and multimodal connections (e.g., transit routes and sidewalks) to reduce the use of the automobile.
- » **Shared Parking:** Establish shared parking agreements among adjacent businesses to minimize the number of parking stalls required for a use.

ENVIRONMENTAL STRATEGIES

- » **Stormwater:** Manage stormwater on site by using best management practices, such as rain gardens, green roofs, and bio-infiltration swales to create aesthetically pleasing and useable public spaces or underground systems.
- » **Sustainable Development:** Use sustainable design practices and new technology in developments that will help create healthy, sustainable, and vibrant neighborhoods.

VISUALIZE WHAT IS POSSIBLE

The planning process involved multiple rounds of engagement with numerous project stakeholders including property owners, business owners, residents, and City of Dilworth leadership. As part of those engagement activities, the following images were used to spark ideas and visualize the possibilities. These images helped establish the study's vision, goals, and strategies.

COMMERCIAL FACADE REINVESTMENT EXAMPLES



New canopy, refresh of exterior cladding material, and new commercial windows create a welcoming entry.



Canopy, commercial windows and doors, sconce lighting, and landscaping improve the side facade of this multi-tenant building.



Upgraded windows, doors, and canopy over the entry improved the alley access to this mixed-use building.



Above, facade improvements such as canopies, additional window openings, outdoor lighting, define outdoor spaces, and create a dynamic outdoor destination.



Entryways were re-oriented to both the sidewalk and parking areas with added landscaped elements to soften the edges of the building at the street.

COMMERCIAL BUILDING REINVESTMENT EXAMPLES



New signage, paint, and lighting refreshed this commercial facade.



Full-height windows and doors add vibrancy at the street level to this commercial facade.



A restaurant maximizes outdoor space with the sidewalk and invites patrons with full-height glazing along the front facade.



Architectural elements such as signage, awnings, lighting, and window treatments articulate businesses within a multi-tenant commercial building.



Commercial window replacement adds character to a facade, as well as potential energy efficiency for heating and cooling.



New siding, awning, and windows upgraded this commercial facade.

INFILL DEVELOPMENT EXAMPLES



Example of a 1-story infill development design with side-access parking



2-story mixed-use infill development (residential apartments above ground-level retail)



2-story mixed use infill/adaptive re-use



3-story mixed-use with parking and streetscape amenities



3-story live/work spaces



Town-home style infill development with walk-out access to the street

STORMWATER MANAGEMENT EXAMPLES



Interconnected tree trenches collect and filter runoff from the adjacent roadway.



Curb inlets and lowered plant beds treat stormwater and provide added protection for pedestrians at a crosswalk.

STREETSCAPE IMPROVEMENT EXAMPLES



High visibility crosswalk markings and curb extensions and crosswalks



Bike trail, sidewalk, and planted boulevard



Crosswalk extension with pavers, raised sidewalk, and bollards



Plaza space with trees, shrubs, and lighting



High visibility crosswalk with pedestrian island and plantings



Improvements to an alley create an inviting alternative route for pedestrians and bicyclists.



Pavers, raised planter with seating and architectural elements

POCKET PARKS & ACTIVATED SPACE EXAMPLES



Pocket park developed between two buildings in a downtown area.



A restaurant site re-designed a previous parking area to accommodate for flexible outdoor seating and ADA-accessible entries to the building.



Outdoor park space within a former roadway.

ILLUSTRATIVE PLANS

The illustrative plans depicted throughout this section (see Figure 5-9) provide a future representation of development/redevelopment ideas. The illustrative plans generally identify the types of uses, building and parking locations, transportation improvements including new roadway alignments, and how these potential development/redevelopment ideas integrate with existing uses and features. The following section highlights some of the key elements explored in the illustrative plans.

It is important to recognize the illustrative plans that were explored are not intended to represent specific development plans. Instead, they should be viewed as ideas and a source of inspiration when exploring reinvestment and redevelopment options.

LIVE/WORK TOWNHOMES

Redevelopment could occur with the introduction of live/work townhome type products. These

PURPOSE

The illustrative plans serve the following purpose:

- » To articulate the study's goals and strategies
- » To evaluate a three-lane Highway 10 roadway with on-street parking
- » To evaluate potential access points/driveway entrances/exits
- » To test density ranges and building heights
- » To test parking requirements and needs
- » To generate ideas for design standards
- » To identify potential development constraints

have a ground floor, public facing storefront with housing above. Residential and commercial units may be tied together, or be separated. This type of housing can support entrepreneurs and small businesses and provide housing for owners or employees. The parcel depths may only support a single corridor apartment building and a two to three story building. Parking for residents will need to be tucked under the building or by surface lots. If the building incorporates commercial uses, they should front the street.

EAT/DRINK/ENTERTAINMENT

Mill's Lounge, Hi-Ho, and UnWined serve as dining anchors in the district, bringing evening activity to the area. They are located in older buildings that were constructed in the early 1920s. It is assumed these buildings will need significant repairs or may be obsolete in the near future. In that respect, the City of Dilworth and businesses owners should explore temporary locations for business to continue if and when repairs/construction to those buildings are underway.

A phased approach could be explored where a new building is built and leased to a business on a short-term basis, while their building is being remodeled, etc.

MIXED USE BUILDINGS

Buildings along Highway 10 should primarily support ground-level commercial uses, such as restaurants, shops, services or entertainment uses. Office and residential uses are supported above street level. Building heights/number of stories will need to be balanced accordingly (3 to 5 stories) with adjacent single-family homes. Development should also be evaluated based on its ability to

create a pedestrian friendly environment (public/private outdoor space) and how pedestrians interact with building(s) and Highway 10. A stronger emphasis should be placed on massing and the human scale. Pedestrian oriented massing should reflect the human scale within its overall arrangement.

SINGLE FAMILY HOMES

The bookends of Downtown consist of single-family homes and should continue to be used as they currently are, but in the possibility of redevelopment, it may make sense as medium/higher density housing.

ADDITIONAL PARKING

People should choose to visit Downtown for its unique character and uses and not for its ample parking. Too much emphasis on parking (e.g., surface parking lots) will negatively impact the vision to create a unique experience (e.g., walkability and charm). Future parking decisions need to minimize adverse land use patterns to protect the site's ability to create a walk/bike environment and urban form.

Shared parking reservoirs (structures) should be created to serve multiple developments. A district-wide approach to parking will help reduce the demand to build parking for individual uses in an effort to maximize the site's development capacity for other land uses. The City of Dilworth should also work with property owners to locate parking in the rear of buildings. To the extent that employee parking can be located in these lots will free up on-street and "front door" spaces for customers.

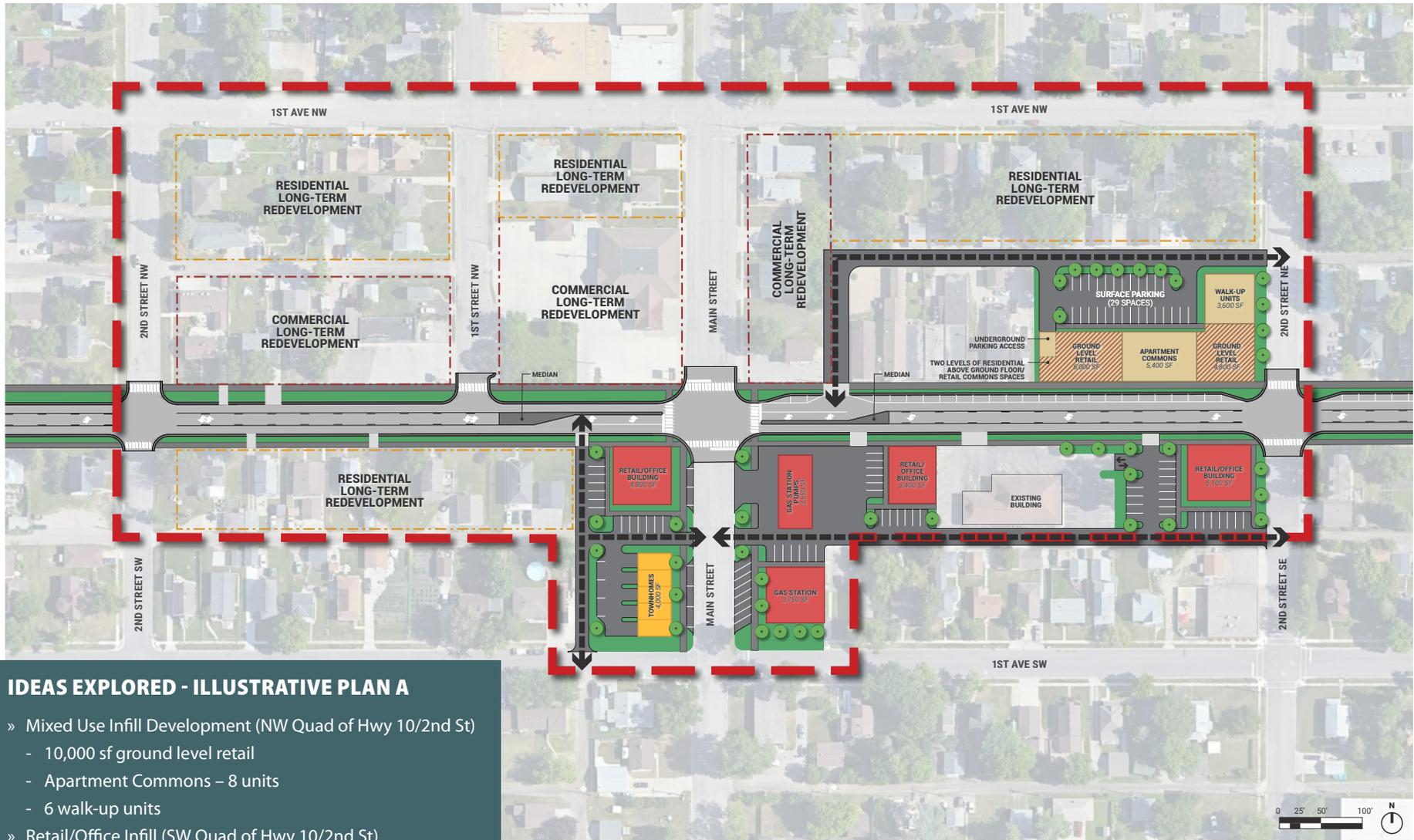


Figure 5: Illustrative Plan A

IDEAS EXPLORED - ILLUSTRATIVE PLAN A

- » Mixed Use Infill Development (NW Quad of Hwy 10/2nd St)
 - 10,000 sf ground level retail
 - Apartment Commons – 8 units
 - 6 walk-up units
- » Retail/Office Infill (SW Quad of Hwy 10/2nd St)
- » Small Scale Townhome Development (fronting Main Street)
- » Expansion of the Gas Station (City Hall Relocates)
- » Improved Internal Traffic Circulation (alley-way)
- » Additional Off-Street Parking (rear of buildings)

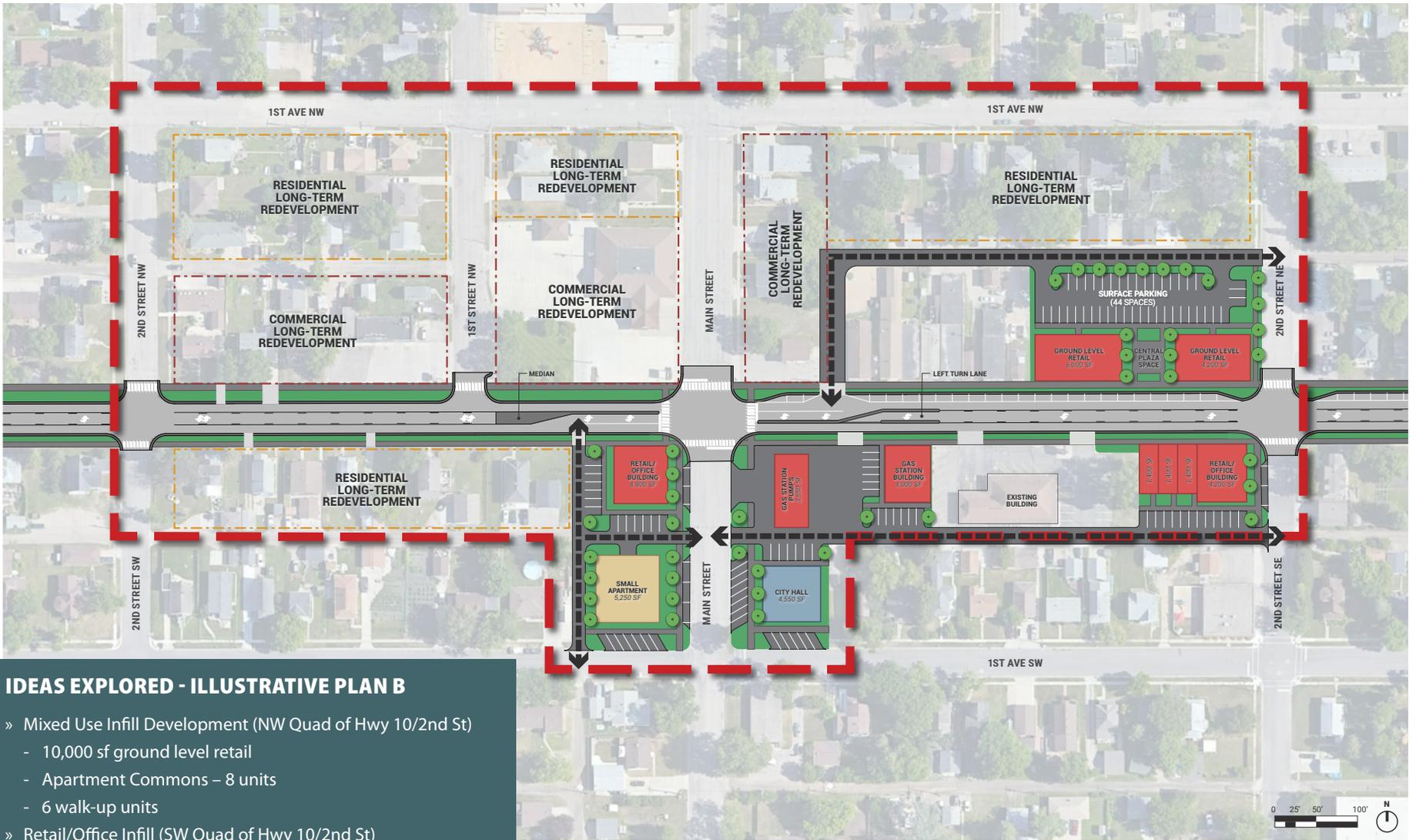
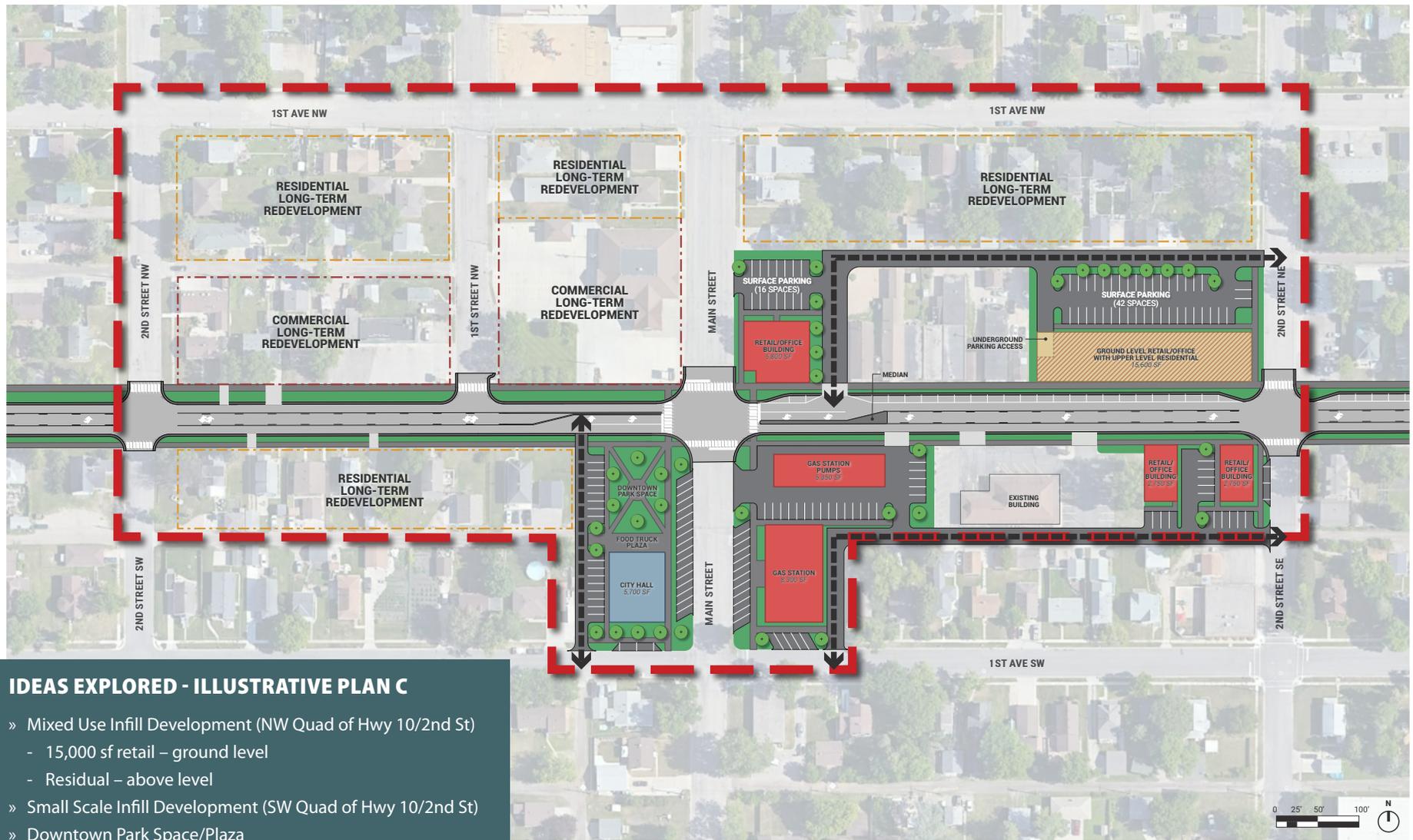


Figure 6: Illustrative Plan B

IDEAS EXPLORED - ILLUSTRATIVE PLAN B

- » Mixed Use Infill Development (NW Quad of Hwy 10/2nd St)
 - 10,000 sf ground level retail
 - Apartment Commons – 8 units
 - 6 walk-up units
- » Retail/Office Infill (SW Quad of Hwy 10/2nd St)
- » Small Scale Townhome Development (fronting Main Street)
- » Expansion of the Gas Station (City Hall Relocates)
- » Improved Internal Traffic Circulation (alley-way)
- » Additional Off-Street Parking (rear of buildings)



IDEAS EXPLORED - ILLUSTRATIVE PLAN C

- » Mixed Use Infill Development (NW Quad of Hwy 10/2nd St)
 - 15,000 sf retail – ground level
 - Residual – above level
- » Small Scale Infill Development (SW Quad of Hwy 10/2nd St)
- » Downtown Park Space/Plaza
- » Expansion of the Gas Station (City Hall Relocates)
- » Improved Internal Traffic Circulation (alley-way)
- » Additional Off-Street Parking (rear of buildings)

Figure 7: Illustrative Plan C



Figure 8: Highway 10 three-lane section with no on-street parking



Figure 9: Highway 10 three-lane section with on-street parking

IDEAS EXPLORED - ILLUSTRATIVE PLAN D & E

- » The Highway 10 Corridor study demonstrates the benefits for a three-lane section in Downtown Dilworth. These illustrative plans help visualize the potential pedestrian/ bicycle and landscaping components associated with a three-lane section.



KEYS TO IMPLEMENTATION

Reinvestment will take time and effort from both the public and private sector. Achieving the study's vision and goals will require patience and discipline, strategic investments, partnerships, and financial planning and coordination. Initial steps also include updating the City's the land use controls. This will help support the bigger vision for Downtown Dilworth. More information on how to proceed in the implementation of this Plan is highlighted throughout this section.

PATIENCE AND DISCIPLINE

This Plan does more than just try to attract any type of development to Downtown Dilworth. Instead, it looks at the specific types of development (see concepts) that will make the community stronger, more resilient, and a better place to live. Baseball players talk about “waiting for your pitch.” In Dilworth's case, this means promoting investments and development that match the study's vision, while passing on proposals that do not meet the goals for Downtown Dilworth. This can be difficult to embrace at times when any given proposal means some level of investments. However, it is important to recognizing that allowing a development can be a decision with implications for the next 50+ years.

STRATEGIC INVESTMENTS

If the City of Dilworth had unlimited finances, it would be easy to pour resources into the Downtown to inspire or even fund all the development the City wanted. With limited resources, each expenditure should be targeted to enhance and strengthen the Downtown and ultimately, the community. It is not possible to immediately undertake all of the ideas and strategies described in this study. When needs and opportunities arise (anticipated in this study or not), each investment should be evaluated for its impact on adding to the Downtown Dilworth district. Priorities should focus on investments to the reconstruction of Highway 10 that adhere

to the study's' vision and goals, while working towards zoning tools that help implement the study's strategies.

PARTNERSHIPS

Reinvestment in the Downtown may also translate to redevelopment and infill opportunities. However, there has been a lack of redevelopment in several decades that may suggest the “the market” has not matured to the point that it will result in desired uses. That does not mean it will not in the future, but right now, redevelopment may require public partnerships. This could include public financial participation in projects, City led development projects, consideration of other incentives, and public investment in projects such as infrastructure to support development. As partners in the project, the private sector is expected to provide projects that move the Plan forward, enhance public outcomes, and are a high-quality product. Strong public/private partnerships will make redevelopment projects more financially feasible, promote the desired types of development and build momentum in the area. The needs established in this Plan do not make public financial assistance an entitlement; on-going planning will define the nature of assistance and amount available for each step throughout the implementation process. This approach ensures that public monies are used to achieve desired public outcomes and not simply make development more affordable (or profitable) for the developer.



ECONOMIC DEVELOPMENT STRATEGIES

To encourage retail development in Downtown Dilworth, the

City of Dilworth could consider establishing a retail incubator to attract new retail stores to Dilworth at affordable occupancy costs. The key to maintaining the vitality of Downtown Dilworth is to have a growing number and diverse mix of attractive retail stores, restaurants and services that can meet the needs of area residents and visitors. Building owners and retailers in Downtown Dilworth should be encouraged to update and modernize their space to present a more contemporary appearance. This includes updating storefronts and interior finishes and fixtures. Downtown Dilworth retailers should seek to be comparable to their competitors in the Rail Yard.

Over the next 25 years, some of Downtown Dilworth's existing buildings are likely to be redeveloped to accommodate expansion of existing retailers or new retailers choosing to locate in these areas. The City of Dilworth should encourage these redevelopment activities and should establish programs to enable redevelopment to be economically feasible.



ENTERPRISE DEVELOPMENT

The City of Dilworth's economic development strategy generally focuses on enterprise development

rather than the attraction or recruitment of outside businesses to relocate to Dilworth. This "grow your own" businesses strategy simply means supporting the development of small to medium sized businesses in the community through a variety of proactive measures. Enterprise development is generally recognized as a relatively low-cost economic development strategy that is particularly well-suited for a variety of rural and urban communities.

The following factors support the rationale for focusing on a "grow your own" strategy for economic development:

1. The majority of businesses are small or medium sized, and they employ the majority of people in the United States.
2. Entrepreneurial growth companies account for "at least two-thirds of net new jobs in the American economy."
3. Small businesses incubate innovation leading to new businesses opportunity. They are responsible for more than 50 percent of all innovations, 67 percent of inventions, and 95 percent of all radical innovations.
4. We are living in a "new 'Entrepreneurial Age' in which entrepreneurs and their companies are transforming the economic landscape."
5. Entrepreneurs, those focused on innovation and fast growth, comprise 5 to 15 percent of all U.S. businesses, and there are some in every location.

6. Entrepreneurs and the companies they lead play a critical role in fostering economic prosperity and are vital to our ability to compete internationally.
7. Fast growth companies occupy a variety of business sectors, but they often start at the kitchen table or in the garage with less than \$50,000.
8. Once established, a strong entrepreneurial environment in distressed or remote communities can lead to success in regional relocations of related businesses.

FINANCIAL PLANNING AND COORDINATION



The ability to focus investments to improve the district will rely on continued attentiveness to

financial planning for the area. Implementing change must be viewed as a series of interrelated actions rather than independent projects. Revenues will come from multiple projects. Some public investments will be required prior to private redevelopment. The ability to coordinate public actions with the revenues from private development will be critical to the success of the plan. Failure to consider the implementation relationships between elements of the Plan will lead to missed opportunities and increased risk for the City. Below are some fiscal devices to consider.

TAX INCREMENT FINANCING

Tax increment financing (TIF) is the primary development finance tool available to Minnesota cities (Minnesota Statutes, Sections 469.174 through 469.179). TIF is simple in concept, but complex in its application. Through tax increment financing, the property taxes created by new development (or redevelopment) are captured and used to finance activities needed to encourage the development. The challenge in using TIF lies with the complex and ever-changing statutory limitations. These complexities make it impractical to provide a thorough explanation of tax increment financing as part of this plan. Instead, this section highlights the use of TIF as it relates to the implementation of the plan.

Tax increment financing can be used to finance many of the important implementation actions facing the city: land acquisition, site preparation, parking, and public improvements. In addition, TIF creates a means to borrow money needed to pay for redevelopment costs.

TAX ABATEMENT

Tax abatement acts like a simpler and less powerful version of tax increment financing. With TIF, the city controls the entire property tax revenue from new development. Under the abatement statute (Minnesota Statutes, Sections 469.1812 through 469.1815), the city, county and school district have independent authority to grant an abatement. Acting alone, the city cannot use tax abatement to generate the same amount of revenue as TIF. Nonetheless, tax abatement provides a valuable tool for redevelopment initiatives. Certain projects may be of sufficient importance to encourage county and/or school

district abatement and achieve additional funding capacity.

Abatement in Minnesota works more like a rebate than an abatement. The city (and other units abating taxes) adds a tax levy equal to the amount of taxes to be abated. The revenue from the abatement levy can be returned to the property owner or retained and used to finance development activities. Tax abatement can be used to finance key redevelopment actions; such as land acquisition, site preparation and public improvements. Tax abatement is perhaps best suited as an incentive for reinvestment in existing property. While TIF deals with only the value from new development, abatement can apply to both new and existing value. This power provides the means to encourage building rehabilitation and storefront improvements. The city could agree to abate all or part of the municipal share of taxes to encourage reinvestment tied to the plan.

The statute grants the authority to issue general obligation bonds supported by the collection of abated taxes. The proceeds of the bonds may be used to pay for (1) public improvements that benefit the property, (2) land acquisition, (3) reimbursement to the property owner for improvements to the property, and (4) the costs of issuing the bonds.

SPECIAL ASSESSMENTS

Public improvements are often financed using the power to levy special assessments (Minnesota Statutes Chapter 429). A special assessment is a means for benefiting properties to pay for all or part of the costs associated with improvements, and to spread the impact over a period of years. From a city perspective, this authority provides an

important means of raising capital.

Special assessments can be used to finance many of the public improvements needed to implement the plan. Eligible improvements include streets, sidewalks, street lighting, streetscape, and parking. Special assessments provide a means to borrow money to finance public improvements. Chapter 429 conveys the power to issue general obligation improvement bonds to finance the design and construction of public improvements. Important factors in the use of improvement bonds include:

- » A minimum of 20% of the cost of the improvement to the city must be assessed against benefited properties;
- » Beyond the 20% threshold, any other legally available source of municipal revenue may be used to pay debt service on improvement bonds;
- » Improvements bonds are not subject to any statutory debt limit;
- » Improvement bonds may be issued without voter approval.

SPECIAL SERVICE DISTRICT

A special service district is a tool for financing the construction and maintenance of public improvements within a defined area. Minnesota Statutes Sections 428A.01 through 428A.10 govern the creation and use of special service districts. This legislation is currently scheduled to expire in 2028. A special service district provides a means to levy taxes (service charges) and fund improvements to and services for a commercial area.

A special service district could have several applications for Dilworth:

- » The district can provide an alternative to special assessments as a means of financing some of the public improvements in Downtown Dilworth or as part of the Highway 10 reconstruction project. The service district approach avoids the benefits test imposed by special assessments. The test for the service district is that the amount of service charges imposed must be reasonably related to the special services provided. The costs of shared parking or streetscape improvements, for example, may be better spread across a district than through assessments to individual properties.
- » A special service district can provide for maintenance of public improvements. Some of the improvements described in this Plan require a level of maintenance above the typical public improvement. Items such as banners and planted materials must be maintained and replaced at a faster rate than that expected for streets or utilities. A higher standard of cleaning and snow removal may be expected in Downtown Dilworth and other commercial areas. Without a special service district, these costs are typically borne through the General Fund of the city.
- » A special service district could provide a means for developing and operating a downtown parking system. Use of a special service district should be considered during the negotiation of a development agreement. If the city is going to use a special service district, the city should seek agreement to a petition and

waiver of veto and other objections related to the use of a special service district. The development agreement must address both the establishment of the service district and the levy of a service charge.



ROLES AND RESPONSIBILITIES

Achieving the vision for Downtown Dilworth will take a number of different entities. Clearly outlining roles and responsibilities for each promotes the effective use of available resources.

CITY OF DILWORTH

Leading the implementation of this Plan will be the City of Dilworth. The City will be responsible for:

- » Applying land use controls and redevelopment guidelines to direct private development.
- » Reviewing development concepts and proposals, and evaluating them for compatibility with the Plan.
- » Planning, coordination, and funding of public realm improvements such as infrastructure, park space, and streetscape.
- » Advocating for public realm improvements when they are outside of the City's jurisdiction, such as MNDOT or county road reconstruction projects.
- » Emphasizing development of City facilities in Downtown Dilworth where applicable
- » Partnering in development through the use of public finance tools such as Tax Increment Financing (TIF).
- » Heading up funding requests and grant

applications to help support the Plan's initiatives.

- » Ongoing review of the Plan to measure progress and ensure future results.

THE COMMUNITY OF DILWORTH

The greater community of Dilworth will also play an important role in realizing the plan:

- » Work together with decision makers to provide input and public comment on new development proposals.
- » Review and remain a chorus of voices advocating for the plan.
- » Support businesses and new development in the downtown – if the community wants to see a more vibrant district, they must support it with their patronage and promotion of local business.

THE PRIVATE DEVELOPMENT COMMUNITY

Private developers will be the ones that turn the Plan from policy to built environment. They will do this by:

- » Understanding the vision and guiding principles of the Plan and matching development to those elements.
- » Building high quality projects.
- » Coordinating with the City and other public finance providers to ensure mutual goals are being met.
- » Ensuring the projects proposed have a long-term viability to become and remain treasured parts of the community for a long time to come.
- » Supporting the community through development fees and financial obligations.

MNDOT/METRO COG/COUNTY

Other government entities will be key in shaping the future of the district, particularly the public realm:

- » Match roadway designs to a downtown district that encourages travellers to slow down, stop, and visit rather than just move through the community as quickly as possible.
- » Partner on funding for roadway and infrastructure upgrades and improvements.
- » Allow for a more creative approach to parking and streetscape than might be typical on highway projects.
- » Consider locating appropriate facilities within the district and keeping incompatible land uses out of the downtown.



UPDATE LAND USE CONTROLS

The City of Dilworth's authority over land use controls including ordinances, financial and public programs will help carry out the policies from the Comprehensive Plan. The City of Dilworth's Ordinances, as outlined in the City Code, are the primary tools for implementing the Comprehensive Plan's goals and policies. There are several recommended changes in the land use controls that should occur for the downtown to better align this study's vision and goals with the Comprehensive Plan.

STEP 1: APPROVE THE PLAN

The first implementation step is a City Council action to approve this study. This approval then provides the basis for subsequent actions such as amending the comprehensive plan, zoning ordinances, capital improvement programs and the allocation of financial resources.

STEP 2: UPDATE THE COMPREHENSIVE PLAN

The study should be incorporated into the City's Comprehensive Plan and the Land Use maps should be updated to incorporate suggestions from this plan. Zoning, capital improvements, and public financing should all follow the comprehensive plan's guidance.

The intent of the Future Land Use is to help guide decision makers, developers, and residents on where certain types of developments shall be expected. While the Future Land Use for Downtown currently guided for only commercial uses. It has been unveiled that this land use designation does not fully reflect the vision for Downtown; nor does it wholly reflect other areas of the community and their development types. The following Future Land Use Plan designations should be incorporated into the City Comprehensive Plan.

HIGHWAY COMMERCIAL (ZONE 1 & 3)

This land use designation primarily supports large scale commercial uses along Highway 10. It is intended to accommodate a wide variety of retail goods and services that are more intense than neighborhood scale commercial. Primary uses would include large anchor retail tenants, shopping malls, light manufacturing, enclosed storage units, or large stand-alone buildings. Development along Highway 10 should also prioritize an attractive frontage, while creating more of an urban environment with a variety of public spaces and pedestrian friendly streets. The following guiding principles should be used to promote highway development in a sustainable manner.

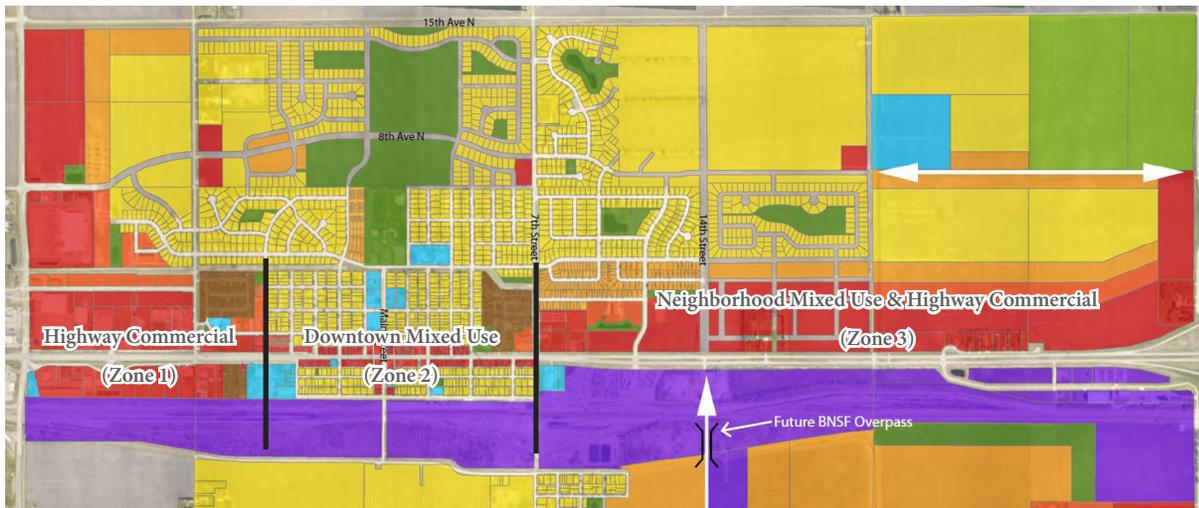


Figure 10: City of Dilworth 2040 Comprehensive Plan (Future Land Use Plan Map) + Proposed Updates by Zones

- » **Clustering:** Businesses should be clustered together. Clustering development in this manner will help businesses support one another, providing successful and viable businesses.
- » **Road Access:** Road access must conform to local and MnDOT access management requirements.
- » **Signage:** Sign restrictions (e.g., height, design and location) should be applied to mitigate negative visual impacts to the corridor.
- » **Image:** Site design and building aesthetics along the highway 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.
- » **Transition:** Ensure a compatible design transition between commercial uses and adjacent uses (e.g., neighborhoods and downtown) including retaining existing features of the landscape as defining elements of site design or incorporating greater setback and landscaping standards. All commercial or industrial development should be screened from the view of adjacent houses.

Over time, the Highway 10 corridor could evolve into larger mixed-use developments that reflect a town center. A mixed-use town center includes larger concentrations of various combinations of different land uses. A town center typically includes a civic anchor, as well as a variety of recreational, retail, service, housing, entertainment, and office components. A potential civic anchor could be a new City Hall, which was

identified as an option during the Highway 10 corridor study process.

DOWNTOWN MIXED USE (ZONE 2)

This land use designation envisions a continuation of mixed-use development in the Downtown district, including smaller scale retail or office buildings, vertical mixed-use buildings with retail or office uses on the ground floor and other uses (including office or residential) on upper floors of buildings. While it is the City's of Dilworth's intent to preserve the historical nature of Downtown, the City will support reinvestment and new land uses through the reuse of buildings, infill development or redevelopment. Existing residential land uses will be allowed in perpetuity until a property owner chooses to redevelop their property. It is also the City of Dilworth's intent to create a traditional downtown corridor that is vibrant and pedestrian-oriented. The community's vision for the Downtown is documented in the Highway 10 Corridor Study (2023) and Downtown Dilworth Reinvestment Study (2023).

NEIGHBORHOOD MIXED USE (ZONE 3)

This land use designation allows for a mix of residential and neighborhood commercial uses. Neighborhood commercial uses are typically smaller in scale, providing retail goods and services to the surrounding neighborhoods. Development patterns also support the notion of a walkable community, providing destinations for residents. Uses might include coffee shops, restaurants/bars, office space, barbershops/salons, speciality shops, day cares, and medical facilities. Housing is located in proximity to commercial nodes or integrated with neighborhood commercial (vertically or horizontally). This

designation reflect current land uses and patterns occurring in the area (e.g., Rail Yard Development)

STEP 3: UPDATE THE CITY'S LAND USE CONTROLS

The current zoning map should be in alignment with the Comprehensive Plan's Future Land Use Plan map with the identified land use guidance. Rezoning should also occur to the City's zoning districts to support the Comprehensive Plan's land use guidance.

Zoning provides the direct control needed for the City of Dilworth to approve or deny incoming project proposals. The most immediate zoning need is to create a new zoning district for Downtown Dilworth (Zone 2). A draft zoning ordinance for this area can be found in Appendix A. The draft ordinance supports a stronger mix of uses and design elements that will enhance the downtown's character.

Adopting a new zoning district will require additional steps:

- » Ongoing coordination and collaboration with property owners.
- » Holding public hearings for any changes to the zoning ordinance.
- » Evaluating other opportunities to update the City's commercial zoning districts.

APPENDIX A - DRAFT MIXED USE ZONING ORDINANCE

[153.04X] – MU Mixed Use District (MU)

(A) *Purpose and intent.* This district is culturally and historically the oldest neighborhood commercial node in the City of Dilworth. It is established to facilitate mixed-use, including commercial, residential, public, institutional, and recreational uses. Residential will continue to be integral to this district and include a variety of densities and styles. To preserve the historic character of this area, development and redevelopment shall be arranged to create a compact, pedestrian-oriented environment. New buildings and renovations to existing buildings shall be architecturally compatible with existing structures and enhance the district's small-town character.

(B) *Permitted uses.* The following are permitted uses in the Mixed Use (MU) District:

(1) *Residential uses.*

- (a) Single-family dwellings;
- (b) Two-family dwellings; and
- (c) Multiple-family dwellings (up to 12 units).

(2) *Non-residential uses.*

- (a) Animal-related services, inclusive of:
 - 1. Veterinary clinics/hospitals (no overnight care, outside pens); and
 - 2. Pet shops (no outside pens, kennels or exercise yards).
- (b) Entertainment and recreational activities, inclusive of:
 - 1. Art galleries;
 - 2. Museums;
 - 3. Bowling alleys;
 - 4. Billiards;
 - 5. Indoor recreation;
 - 6. Studios/dance; and
 - 7. Theatres (non-drive-up).
- (c) Personal services, inclusive of:
 - 1. Dry cleaning;
 - 2. Laundromat;
 - 3. Shoe repair/sales;
 - 4. Sewing/tailor;
 - 5. Massage treatments;
 - 6. Tanning salon;
 - 7. Barber/ beauty shop;
 - 8. Drug/pharmaceuticals;
 - 9. Employment agencies;
 - 10. Health clubs; and
 - 11. Mortuaries/funeral;
- (d) Bed and breakfast establishment
- (e) Professional services/commercial offices, inclusive of:
 - 1. Locksmith;

2. Dental/hygienic;
 3. Medical/clinics
 4. Chiropractic;
 5. Travel agency;
 6. Real estate;
 7. Architecture/design;
 8. Engineering;
 9. Accounting;
 10. Property management;
 11. Insurance sales/claims;
 12. Shops/sales;
 13. Investment (banks, savings, loans, credit unions, and the like); and
 14. Professional services or commercial offices of similar use/type/intent.
- (f) General retail, inclusive of:
1. Paint/decor store;
 2. Book store;
 3. Bicycle sales/repair;
 4. Essential services;
 5. Gift store/novelties;
 6. Jewelry sales;
 7. Appliance sales;
 8. Hobby shop;
 9. Florists;
 10. Tobacco shop;
 11. Health food/products;
 12. Clothing/apparel;
 13. Antique store;
 14. Variety store;
 15. Hardware;
 16. Pawn shops;
 17. Tattoo shops;
 18. Sporting goods;
 19. Toy/game stores;
 20. Music/record stores (including instruments); and
 21. Hunting and outdoors goods/firearms/with other merchandise sales (no outside storage).
- (g) Food and beverage services, inclusive of:
1. Bakery (goods/retail);
 2. Delicatessen/prepared food sales;
 3. Cocktail lounges;
 4. Restaurants, cafes;
 5. Candy/ice cream/frozen desserts;
 6. Grocery, supermarket, butcher shop; and
 7. Off-sale Liquor store.

- (h) Residential programs/facilities, day care facilities, child care centers, retirement, nursing, assisted living, elderly homes or similar uses, provided that:
 1. Only the rear yard shall be used for play or recreational areas, unless otherwise approved. Said area shall be fenced, controlled and screened in compliance with § 153.065;
 2. Adequate off-street parking is provided in compliance with § 153.060; permanent parking or garage access shall be off side streets or alleyways of the property;
 3. Adequate off-street loading, as deemed applicable, is provided in compliance with §153.060, access shall be off side streets or alleyways;
 4. When abutting a residential district, screening and landscaping shall be in compliance with §153.065; and
 5. All state laws and statutes governing such use are strictly adhered to and all operating permits are secured.
- (i) Public, institutional, and civic uses.
 1. Library;
 2. Governmental offices;
 3. Open space, parks, and playgrounds; and
 4. Municipally owned parking lots.

(C) *Accessory uses.* The following are permitted accessory uses in the Mixed Use (MU) District:

(1) *Residential accessory structures and uses.*

- (a) Private garages, car ports, sheds, and similar buildings for the storage of vehicles or other items, as regulated by § 153.069.
- (b) Recreational vehicles and equipment, stored in accordance with local regulations;
- (c) Home occupations as regulated by § 153.070;
- (d) Noncommercial greenhouses and conservatories; and
- (e) Private swimming pools (rear yard only).

(D) *Conditional uses.* The following are conditional uses in the Mixed Use (MU) District:

- (1) Planned Unit Developments;
- (2) Multiple-family dwellings with more than 12 units;
- (3) Conference centers, civic buildings;
- (4) Drive thru food or beverage service, provided that:
 - (a) The facility is accessory to a specialty food or coffee shop, restaurant, financial institution, or other similar type commercial use approved by the Planning Department.
 - (b) The drive thru is only operated between the hours of 10:00 p.m. and 6:00 a.m. if within three hundred (300) feet of properties used for residential purposes.
 - (c) There is no more than one (1) lane located to the side or rear of a building.
 - (d) Any drive through canopy meets principal structure setbacks.
 - (e) Stacking spaces meet the following standards:
 1. Minimum of ten (10) feet by twenty (20) feet in size. The required width for vehicle drive aisles shall not be allocated toward stacking spaces. The measurement of stacking spaces shall begin behind the first point at which the vehicle must stop (which may be the order board, a pre order board or payment/pick up window)

2. Stacking spaces shall be separated from other internal driveways by surface markings.
 3. Raised medians may be required where deemed necessary by staff for the purpose of traffic movement and safety.
 4. Stacking spaces may not impede pedestrian movements, on or off-site traffic movements, or movements in or out of off-street parking spaces.
- (f) All elements of the drive-through service area, including, but not limited to, menu boards, order stations, teller windows, and vehicle lights from stacking lanes must be screened from view of residences through one of the following:
1. Opaque fence at least six (6) feet high;
 2. Landscaped berm at least six (6) feet high; or
 3. Two (2) staggered rows of evergreen trees with trees in each row spaced a maximum of twelve (12) feet.

(E) *Minimum dimensional requirements and standards.*

(1) *Principal use standards.*

(a) [Table #] Lot dimensions

Use	Lot area	Lot width
Single-family	4,800 sq. ft.	50 ft
Two-family	6,000 sq. ft.	60 ft
Townhouse	2,500 sq. ft.	N/A
Multi-family	Not less than 6,000 sq. ft. for each multi-family building having at least four units and not less than 1,000 sq. ft. additional area for each additional dwelling unit.	130 ft
All other uses (as permitted)	None	None

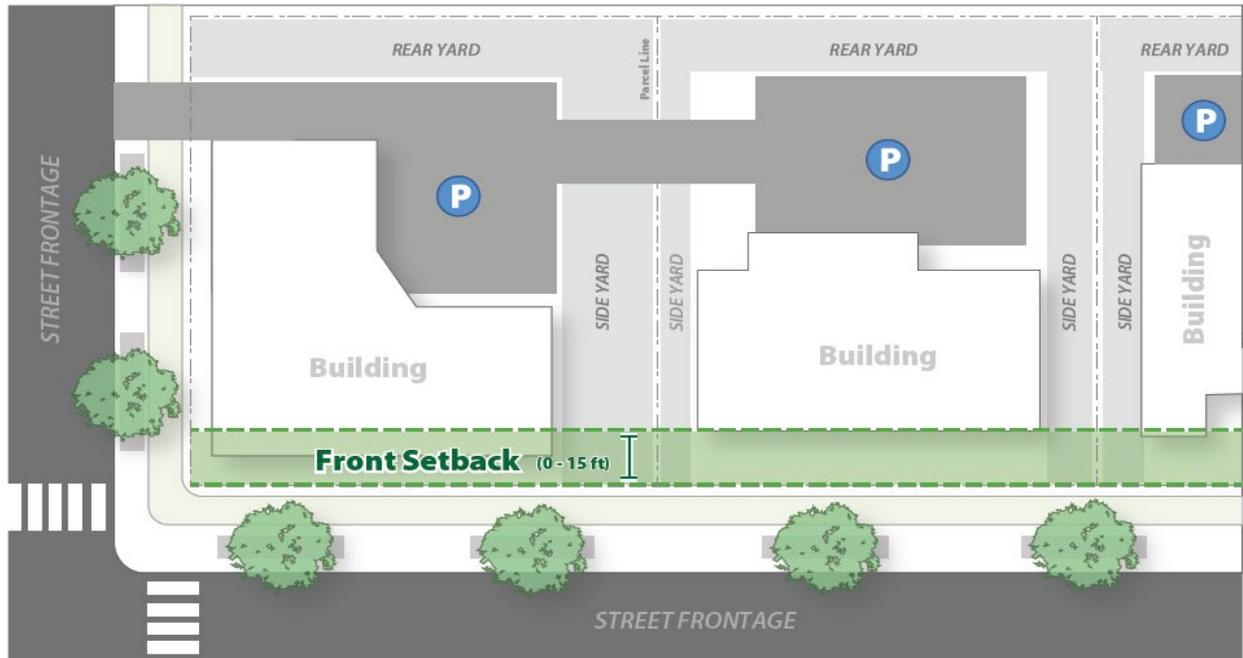
(b) [Table #] Site dimensions

Use	Front	Side	Rear	Lot Coverage	Height
Single-family	25 ft	Interior lots: 5 ft Corner: 12 ft unless garage faces side yard then 18 ft	25 ft	33%	35 ft
Two-family	25 ft	Interior lots: 5 ft Corner: 12 ft unless garage faces side yard then 18 ft	25 ft	33%	35 ft
Townhouse	Between 15 and 25 ft from property line	10 ft abutting a street. None on internal wall.	25 ft	33%	35 ft
Multi-family	25 ft	12% of the lot width; minimum 6 ft		33%	35 ft
All other uses (as permitted)	Between 0 and 15 feet of the front property line (see Exhibit #)	None, except when a side or rear lot line coincides with a residential district line, then 10 ft minimum.	25 ft	50%	35 ft

- (2) *Accessory use standards.* All accessory structures shall follow the standards in § 153.069 and the following site requirements;
- a. Setbacks.
 - i. Front: 25 ft (or no closer than front building line) for a detached garage only. All other accessory structures must be within a side or rear yard.
 - ii. Side: 5 ft unless a garage entrance face onto street or alley, in which case, the minimum setback will be 18 feet to accommodate a vehicle from encroaching into public right-of-way.
 - iii. Rear: 5 feet except on corner lots, which shall not be less than 12 feet on the side abutting a street (18 feet if structure is a garage).
 - b. Height. As governed by § 153.069.

Exhibit #

Setback Range



(F) *Building and site design standards.*

(1) *Applicability.* The following standards shall apply to new development, redevelopment, and building expansions greater than 50% of the floor area of an existing building.

(2) *Uses.* Where multiple uses are within a structure, uses can be mixed horizontally across multiple buildings or vertically. Residential uses are prohibited on first floors.

(3) *Building standards.*

(a) *Building materials.* All buildings in the mixed-use district shall use high-quality and durable exterior building materials that contribute to the visual character of the neighborhood including lighting, textures, colors, and architectural features that are compatible with adjacent structures and functions.

1. *Primary materials.* Brick, stone, glass, metal, high-quality composite and other modern materials shall be the majority of the exterior building and façade (excluding windows).

2. *Accent materials.* Additional exterior architectural detailing that incorporates and complement the primary materials such as decorative metal, tile, wood, stucco, vinyl panels and other aesthetically pleasing materials shall be included in the façade. EIFS may be used as an accent material.

3. *Prohibited materials.* Exterior materials that shall not be included in the building design include untextured concrete and corrugated metal unless allowed by the City Council because of the materials contribution to the building design.

(b) *Frontages and entrances.*

1. The main entry shall face the front property line, with secondary entrances on the side or rear. Entrances shall be clearly articulated and obvious from the street.

2. All new building frontages and primary entrances shall include a minimum of three of the following design elements: awnings, canopies, pillars, cornices, parapet, columns, a combination of horizontal and vertical design features, or other architecturally designed building materials.
 3. Multi-story buildings shall have the ground floor distinguished from the upper floors by having one or more of the following: Awning, trellis, arcade, window lintels, cornice line, or brick detailing such as quoins or corbels.
 4. Awnings - Specific Standards.
 - a. *Intent.* Historically awnings have been a frequent feature of buildings in the downtown. Awnings have been used to soften a hard and rigid streetscape. Awnings enhance the historic feel of the district, while providing sun protection for display windows, shelter for pedestrians, and provide additional accent color and design to building facades.
 - b. *Approval required.* Color renderings meeting the conditions identified below and showing the location, size, color and any proposed signage for an awning shall be submitted for review by the Planning Commission:
 - i. The awning may project over the public sidewalk provided that it is at least eight (8) feet above grade and does not project more than two-thirds (2/3) the width of the sidewalk as measured from the building.
 - ii. Awnings must be constructed of durable, water-repellent material such as canvas or metal. Plastic or fiberglass awnings are not permitted.
 - iii. Backlighting or illumination of awnings is not permitted.
 - iv. Retractable or fixed awnings may be used.
 - v. Awnings shall not extend across multiple storefronts or and/or multiple buildings.
 - vi. Awning colors and materials shall complement the building façade. Earth tones are encouraged. Large areas of bright colors are considered inappropriate.
 - vii. Signage on awnings is permitted on the end panel or valance only.
 - viii. Awnings and canopies deteriorate over time; regular maintenance and replacement is required.
- (c) *Façade transparency.* (See Exhibit #)
1. Non-residential building facades facing a street or public open space shall have a minimum of 60% transparency on the ground floor and a minimum of 20% transparency on any upper floors.
 2. Facades of residential buildings facing a street or public open space shall have a minimum of 20% transparency on all floors.
 3. Reflective glass, opaque glass, colored glass, and glass block is prohibited for windows and doors on ground story facades fronting on a public street, park, or plaza.

Exhibit #



Facade Transparency Measured
as a Percentage of Wall Area

- (d) *Accessory Structures.* All accessory structures, shall be constructed of the same materials and colors of the principal building.
 - (e) All rooftop or ground mounted mechanical equipment and exterior trash and recycling storage areas shall be enclosed with materials compatible with the principal structure. Low profile, self-contained mechanical units, including solar energy panels, and rooftop rainwater collection systems, which blend in with the building architecture are exempt from the screening requirement.
- (4) *Landscaping.*
- (a) All structures must have foundational plantings consisting of shrubs, perennials, and native grasses every ten (10) feet on building sides facing a public street or a linear open space corridor connected via sidewalk.
 - (b) All open areas of a lot not used for buildings, parking, circulations, patios, or storage must be landscaped with a combination of canopy trees, ornamental trees, evergreen trees, shrubs, flowers, sod, ground cover, and other site design features to ensure soil stabilization. This requirement shall not apply to undisturbed areas retained in a natural state.
 - (c) The periphery of all parking lots shall be well landscaped and screened from the public right-of-way. If parking lots exist along the primary right-of-way, it must contain a landscaped edge that contains low shrubs, street trees, fencing, walls or a combination of these elements.
 - (d) Landscape plans shall be submitted for all site related applications where exterior construction and development activity will occur, except for the construction of an individual single-family or two-family dwelling.
 - (e) All residential one and two-family developments shall require two (2) canopy trees per dwelling unit installed in the City right-of-way.
 - (f) All multi-family, mixed-use, and non-residential uses shall provide:

1. One (1) canopy or evergreen tree per 25 linear feet of street frontage.
2. All structures must have foundation plantings consisting of shrubs, perennials, and native grasses.
3. All additions, expansions, or additional structures shall require an additional two (2) shrubs per 1,000 square feet of new construction.
4. Each multi-family residential development shall provide a minimum of 200 square feet per residential unit as private usable open space. Private usable open spaces will not count toward park dedication requirements. Usable open space means designed outdoor space intended for passive or active recreation that is accessible and suited to the needs of the development's residents, and shall generally have the following characteristics:
 - a. Functional and aesthetic design that relates to the principal building or buildings, with clear edges, including seating, landscaping, recreational facilities, sidewalk connections, and other amenities;
 - b. May be designed as courtyards, plazas, picnic areas, swimming pools, playground, rooftop patios/gardens, or trails within natural areas;
 - c. Compatible with or expands upon existing pedestrian connections, and public parks or open space;
 - d. May include both private common areas for use by all residents of that development, as well as a private unit's open space for exclusive use by that unit's residents;
 - e. Does not include driveways, parking areas, steep slopes, or stormwater ponds.
5. All plant materials must:
 - a. Meet the minimum standards set by the American National Standards Institute in ANSI Z60.1 American Standard for Nursery Stock.
 - b. Landscape species shall be indigenous or proven adaptable to the climate, but shall not be invasive species.
6. Landscape materials shall be tolerant of specific site conditions, including but not limited to heat, drought, and salt.
7. Existing healthy plant material may be utilized to satisfy landscaping requirements, provided it meets the minimum plant size specified in this Division.
8. Not more than thirty percent (30%) of the required number of trees shall be of the same species.

(G) *Parking and loading.* All parking requirements shall follow **§ 153.060** Off-Street Parking Requirements and Standards and specific MU district regulations set forth herein:

(1) *Off-street parking.*

- (a) Off-street surface parking shall not be allowed between a building and a sidewalk.
- (b) Parking area entrances and exits shall be located on secondary streets or alleys instead of Highway 10, where possible.
- (c) The number of driveways shall be limited in order to maximize the amount of on-street parking spaces.
- (d) Parking lots shall have designated pedestrian routes, including sidewalks and driveway crossings, shall be provided to connect each parking space to the front sidewalk, front

entrance, and/or rear entrance. Driveways shall not be utilized as a designated pedestrian route.

- (e) Off-street parking for residential developments shall be provided on site and shall be specifically reserved for the use of residents. Visitor parking for multi-family residential units can be shared with other uses on site. Designed multi-family residential unit spaces shall not be counted as part of any shared parking or joint parking agreement.
 - (f) Off-street, non-residential parking should be located in the rear of the site, on the same lot as the principal use; except where off-lot parking is provided by an agreement with a neighboring owner.
 - (g) All uses within the Mixed-Use District are required to adhere to
 - (h) At the discretion of the Zoning Administrator, an administrative waiver of up to five (5) percent of minimum parking requirements can be approved in response to unique site or use specific characteristics.
 - (i) Within the MU district the Planning Commission and/or City Council may waive required off-street parking spaces in favor of delineated on-street parking. On-street parking spaces may replace off-street parking spaces at a 1:1 ratio.
- (2) *Shared Parking Facilities.* When two or more parking lots have adjacent rear or side property lines, the parking lots may be connected by a driveway crossing the side and rear yards. For new or redevelopments, evidence of an agreement or access easement must be provided to the City of Dilworth. (See Exhibit #).
- (3) Loading docks shall not be located in the front yard and shall be 100% screened from ground level view of public streets, adjacent residential properties, and public open spaces. Screening can be landscaping or a wall of the same materials and colors as the principal building.

Exhibit #

Off-Street and Shared Parking location



Final note to Staff:

1. Uses – There was a note in the last draft from staff that the use list should be reviewed to determine whether there are outdate uses or other uses to add. The list of uses included in the draft district were ones from other districts that we felt were relevant. As you know, we flagged ones that didn't see relevant or appropriate. We have not completed a larger review of use terminology as it is beyond this scope/ budget and generally it is recommended that an update to uses be done in a comprehensive manner so terminology is not different between districts and definitions can be updated.
2. A question was raised about impervious surface coverage and/or reducing setbacks. Due to budget constraints we are not fully able to evaluate this. We can share that generally we see that if cities have impervious surface limits in areas outside of shoreland they range from 35 to 50%.
3. As part of the ordinance adoption process:
 - a. The yellow highlights are where there are other sections of the code referenced. Since we aren't sure when exactly this will be adopted I wanted to highlight them as a final step might be to make sure they are referencing the right number.
 - b. The blue highlights are where there are exhibit numbers will need to be finalized. This includes both within the text/tables and before the actual exhibits.
 - c. You may also want to update the Bed and Breakfast Establishment definition to clarify the owner-occupied part and the intended use as a lodging facility – below is your existing definition and what we had proposed as a new definition.
 - Existing: A single-family dwelling in which four or fewer transient guest rooms are rented on a nightly basis for periods of time less than a week and where at least one meal is offered in connection with the provision of sleeping accommodations only.
 - Suggested: Bed and breakfast establishment means an owner-occupied residential structure used as a lodging facility where four or fewer rooms are rented on a nightly basis for guests staying less than a week and in which only one meal is included as part of the basic compensation.