



Hardman Triangle Redevelopment Plan

South St. Paul, MN

Table of Contents

1. Background

Purpose

History

Physical Setting

Regulatory and Policy

Existing Properties

Goals

2. Plan

Overall Plan

Concord Street

Grand Avenue Promenade

3. Guidelines

Building Massing

Ground Floor Articulation

Site Considerations

Appendix:

Market Study, Maxfield Research



1. Background

Purpose

The purpose of this report is to deliver a market analysis and redevelopment strategy for the Hardman Triangle - the area bound by Concord Street, Grand Avenue and Hardman Avenue in South St. Paul, MN. This 22 acre area sits strategically between the residential neighborhoods of South St. Paul and the Mississippi River. It is an area likely to undergo significant change in the upcoming decades because of market demand, changing uses, and a new Concord Street which will be rebuilt within the next 3 years. The area has been designated in the last two comprehensive plans as "Mixed-Use", but has yet to be redeveloped.



Location in the City

Hardman Triangle is a 22 acre portion of the City located between the residential portions of South St. Paul and the Mississippi River. It is also directly north of the Bridgepoint Industrial park.

History of Hardman Triangle

The Mdewakaton Dakota Indians are the earliest known inhabitants of what is now known as South St. Paul, Minnesota. Between 1851 and 1854 the Indians were moved from the area by the federal government in order to open up land for settlement.

In 1885 Alpheus Beede Stickney purchased land along the Mississippi River to construct the first stockyards in South St. Paul. The banks of the river in South St. Paul provided a convenient location for western cattle ranchers to unload and fatten their livestock before moving them onto meatpacking plants in Chicago.

Shortly thereafter meatpacking companies saw the potential for profit and several established plants in the area - which turned into a magnet for European immigrants seeking work. Throughout the first half of the 20th Century the area grew to become one of the largest concentrations of meatpacking plants and stockyards in the country.

At its peak, the industries along the river employed over 15,000 people - creating one of the region's



most successful downtowns along Concord Street.

The Hardman Triangle area is the northern tip of the industrial area. It is adjacent to the former Downtown. The area was formerly the home to the Swift Company meat packing business during an era when the Swift Company and Armour and the Union Stockyards formed the economic backbone of the community.

After World War II, the meatpacking industry and the Swift and Armour Plants both eventually closed in the late 1960's.

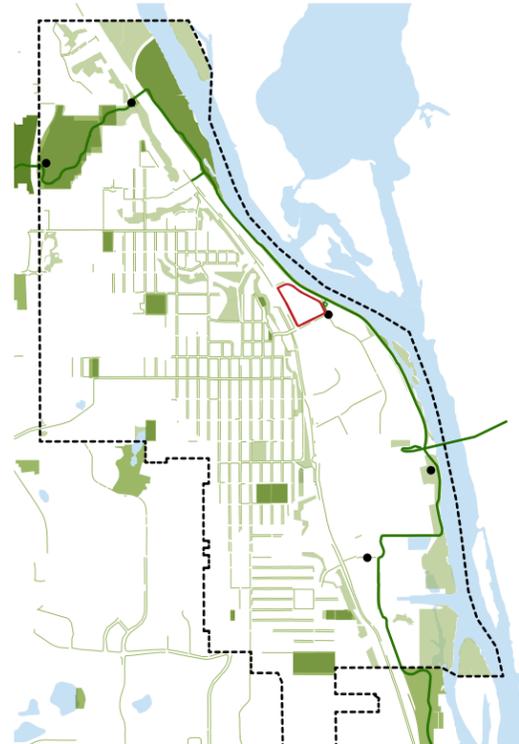
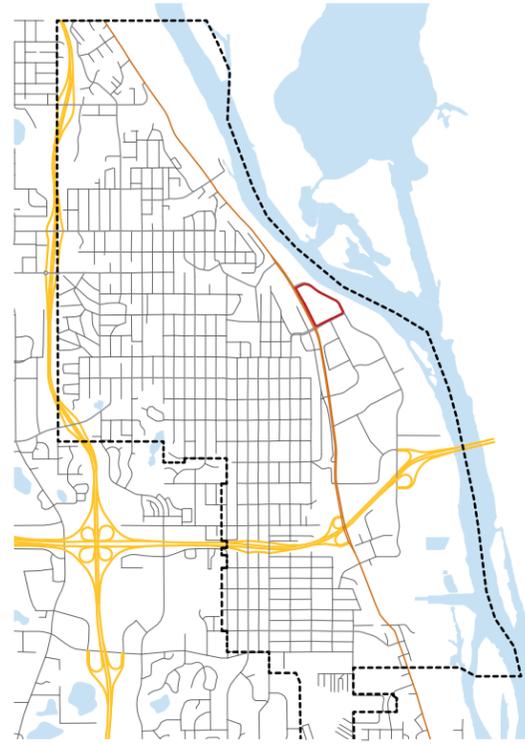
Throughout the 1980's the City purchased much of the land and designated it the Bridgepoint Industrial park. In the ensuing decades, the City aggressively redeveloped much of the area by acquiring land, cleaning it up, and attracting new cleaner industries and modern businesses.

The Hardman Triangle was not included in the Bridgepoint Industrial Park. As a result it has not developed with the same consistency and quality as the rest of the area. Since the closure of the Swift plant in 1969 the site has been used for predominantly industrial or exterior storage uses.



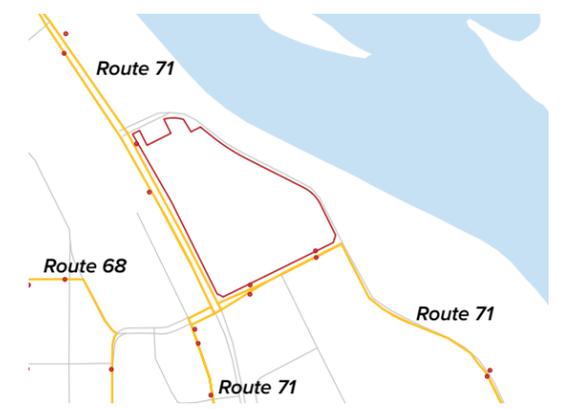
Physical

The Hardman Triangle is strategically located in the City. It is between Concord Street and the river, north of Bridgepoint and just “down the hill” from the residential neighborhoods of South St. Paul. To many, the site is also a gateway to the community as it forms a strong impression to people arriving from the north. The Site also shares the “100% corner” of Grand Avenue and Concord Street.



Door Locations and Orientation

The Triangle has developed over time without clear orientation. There is no standard property size or orientation, nor a clear front or back to many properties and buildings. As a result, the district is confusing and disorienting. Redevelopment of the Triangle should include clear definition of where the public front of a property is and where the service areas are located. Coordination between properties is essential so the area redevelops in a coherent manner.



Transit Routes

The area is served by two Metro Transit Routes. Both routes extend north into Downtown St. Paul and South to Inver Grove Heights



Road Network

Most of South St. Paul is characterized by a tight grid of streets. However areas along the river that have been in transition from heavy industry to lighter industry have a street grid that creates larger blocks to accommodate larger footprint buildings than “up the hill”.



Park & Trail Network

The site is located adjacent to the Mississippi River Trail. A trail head is located adjacent to the site. The Mississippi River Trail connects seamlessly to other regional trails that provide recreational access to all parts of the South and east Metro.



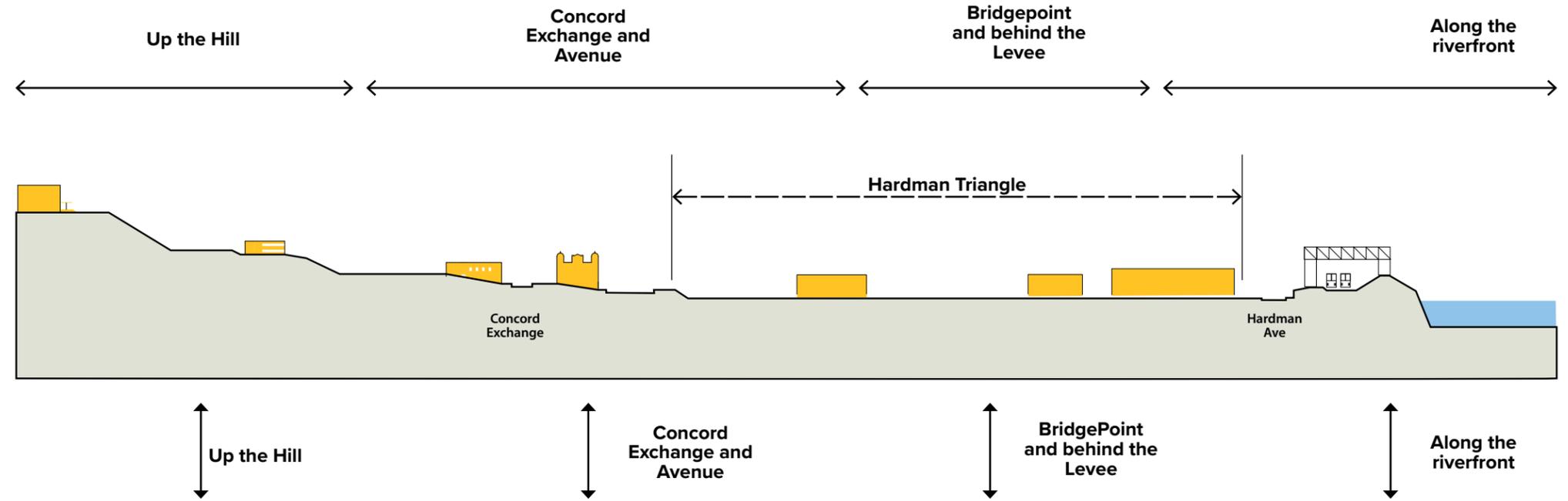
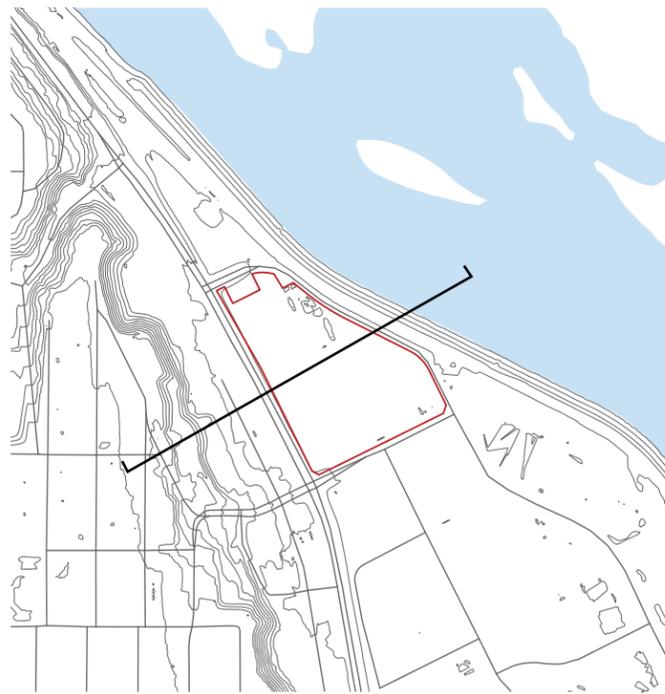
Concord Turnback

South St. Paul, Dakota County and MNDOT are currently in the process of redesigning Concord Street. Construction is slated for 2021. After construction the portion of Concord Street north of Grand Avenue will be turned back to the city, and the portion south will be turned back to the county.

Context

Due to topographic changes, the river and the bluff, South St. Paul has several different patterns of development that create different character areas. Hardman Triangle sits between the levee and Concord Street and therefore should contribute to the character of these areas.

The site's western edge is Concord Street, however the elevation of most of the site is about 8-10' below Concord Street. This presents the opportunity to develop two sides of the site - with fronts facing both Concord Street and the river.



Market Summary

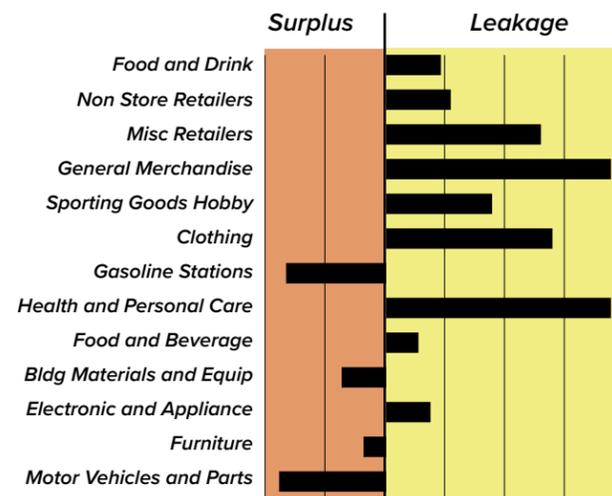
Maxfield Research conducted a Market Potential Assessment analysis to determine the likely redevelopment uses on the Hardman Triangle. The market assessment provides a high level assessment of the types of land uses / real estate types best suited for the Hardman Triangle property based on site characteristics and market trends.

The Study finds the site, due to location near Downtown South St. Paul, proximity to St. Paul, and to several transportation nodes, is underutilized and not the highest and best use of the land.

The report identifies several supportable development types and uses on the site. They include

- **Industrial:** Industrial continues to be among the best performing asset classes among all real estate types in the twin Cities. While demand would be strong, encouraging additional industrial redevelopment would not yield the highest price for the land
- **Retail:** a considerable amount of retail dollars in several categories “leaks” to adjacent communities. Although traffic counts are not particularly high (8,500 cars/day) the site is well positioned for a retail component.
- **Rental, For Sale, or Senior Housing:** South St. Paul has a 1% vacancy rate. There is considerable demand for new housing if the non-conforming uses are relocated.
- **Medical Office:** Medical offices are a potential use on the Hardman Triangle, however these facilities tend to be located adjacent to households they serve. Therefore if a portion of the site were developed with higher density housing, the remaining portion would be attractive for a medical office building. It is also possible that a health care provider would be interested in a ground floor space of an apartment building as the industry moves more towards a retail model.

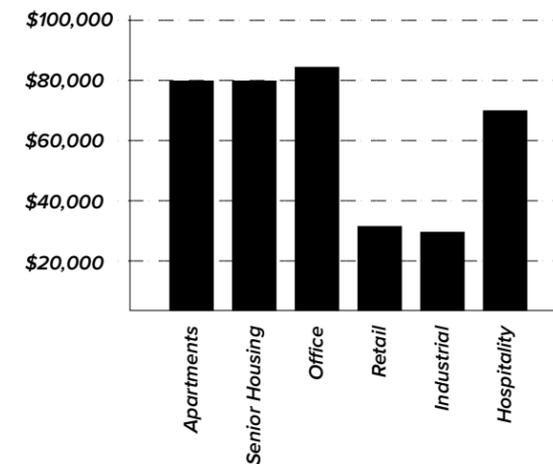
Retail Surplus and Leakage



Leakage

South St. Paul residents are purchasing neighborhood oriented retail goods and services outside the City. The two categories that are “over supplied” are gas stations, building supplies, and motor vehicles and parts. Many retail goods and services, such as restaurants and convenience goods would get additional support from South St. Paul’s relatively high daytime population (due to the employment areas).

Property Tax Per Acre Per Year



Market Assessment

Different development types will return different amounts to the City by way of property tax revenue on a per acre basis. Currently the entire 15 acre site returns about \$250,000 to the City, or about \$16,000/acre. If the entire 15 acre are redeveloped with housing, it will generate approximately \$1.2 million/year in revenues available for infrastructure, relocation or other public uses.

Market Probability

Development Type	Position in Cycle	Probability
Industrial	expansion	high
General Apartments	expansion / peak	moderate to high
Retail	stable	moderate to high
For Sale Housing (Townhouses)	expansion	low to moderate
Senior Housing	expansion	low to moderate
Medical Office	stable	low to moderate
Hospitality (Hotel)	expansion / peak	low
Office	recovery / equilibrium	low
For Sale Housing (Condominiums)	recovery / expansion	low

Demand

Apartment, retail and industrial uses are the development types with the greatest demand to locate on the Hardman Triangle. The area is proven to be successful for industrial and there is strong regional demand. While housing is not a proven development type on the immediate site, the site has many of the characteristics favorable to residential development. In addition, several housing projects are in the works immediately to the west of the site.

Demographic Highlights

- South St. Paul will experience growth among older adults. Aging baby boomers led to an 50% increase in people ages 55-64 between 2000 and 2010. As this group ages, the 65-74 year old age cohort is projected to experience rapid growth.
- In 2019 the median household income for the Primary Market Area is \$58,000. This is lower than the Metro Area. However the median income for South St. Paul is expected to increase by 12% by 2024.
- Homeownership in South St. Paul is higher than the Metro area
- Between 2010 and 2017 the greatest growth among family households in South St. Paul was among married couples with children.

Comparison to Peer Cities



Peer City Summary; South St. Paul and Like Sized Cities							
	South St. Paul	Hokpins	Fridley	Columbia Heights	New Hope	Shoreview	St. Louis Park
Demographic Summary							
Population	20,256	18,300	27,724	20,500	21,755	25,043	45,250
Households	8,397	8,773	11,283	8,653	11,283	15,620	24,222
Household Median Income	\$58,026	\$53,027	\$56,583	\$51,071	\$53,228	\$84,362	\$71,346
Median Income Ownership	\$69,552	\$77,198	\$72,279	\$59,183	\$78,810	\$86,773	\$91,092
Median Income Rental	\$33,815	\$44,754	\$41,127	\$28,055	\$25,090	\$33,333	\$51,628
Housing Characteristics							
Percent Ownership	64.1%	32.7%	61.5%	63.9%	55.4%	81.7%	63.9%
Percent Rental	35.9%	67.3%	38.5%	36.1%	44.6%	18.3%	36.1%
Median Home Value	\$169,200	\$214,200	\$174,00	\$161,100	\$202,400	\$248,600	\$197,500
MEdian COntract Rent	790	910	855	830	877	1,105	1,032
Percent with a Mortgage	71.2%	73.4%	63.5%	68.5%	69.6%	65.6%	68.5%
Employment							
Unemployment Rate	2.5%	2.6%	3.0%	2.8%	2.7%	2.6%	2.5%
Market Analysis							
Apartment construction since 2015	67 units	239 units	256 units	339 units	292 units	346 units	770 units
Underconstruction/pending/proposed	308 units	493 units	267 units	77 units	0 units	48 units	595 units

- Median income in South St Paul (\$58,026) was similar to all other cities surveyed in 2018 with the exception of Shoreview (\$84,362) and St. Louis Park (\$71,346).
- Among owner households, the median income in South St. Paul (\$69,552) was comparable to most of the similar sized cities surveyed. Among like sized cities, comparable median incomes included the City of Columbia Heights (\$59,183), the City of Fridley (\$72,279), the City of New Hope (\$73,810) and the City of Hopkins (\$77,198). Shoreview (\$84,362) and St. Louis Park (\$91,092) were the cities reporting a median owner income significantly higher than that of the City of South St. Paul.
- At the same time, renters in South St. Paul reported the fourth highest median income (\$33,815) of like sized cities surveyed. Similar to median income own, the City of St. Louis Park has the highest median income for renters.

- Home ownership rates in South St. Paul (64.1%) are comparable with most cities surveyed ranging in ownership rates from 55.4% to 64.1%. As of 2018, Hopkins had the lowest owner-ship rate reported at 32.7% and Shoreview was the highest with 81.7%.
- A generally accepted standard for affordable owner-occupied housing is that a typical household can afford to pay 3.0 to 3.5 times their annual income on a single-family home. The median home value in South St. Paul was 2.9 times the median household income, indicating that home ownership is relatively affordable in South St. Paul.
- Among like size cities, contract rent reported in South St. Paul in 2018 was the lowest of all cities surveyed at \$790 with Columbia Heights having the second lowest median contract rent at \$830. St. Louis Park and Shoreview had the highest median contract rents at \$1,032 and \$1,105 respectively.

- Amongst like sized cities, South St. Paul had had the fewest apartments constructed over the past five years (67 units). Most peer cities have constructed at least 250+ units during this time frame; with St. Louis Park with the most development (770 units). However, South St. Paul has several potential projects that could deliver over 300 units in the coming years.

Regulatory and Policy

The Hardman Triangle has been subject of Land Use discussions for over 20 years. In May 2019 the City issued a moratorium in order to establish clarity for property owners and to direct the properties in a manner that supports overall City Goals. The last two Comprehensive Plans have designated the area as a Mixed-Use District, not an Industrial District. Current Zoning splits the triangle into two separate districts.



Publicly Owned Properties



- R1 - Single Family
- R2 - Single & Two Family
- R3 - General Residence
- R4 - Multifamily
- GB - General Business District
- CGMU1 - Concord Gateway Mixed Use 1
- NCMU - North Concord Mixed Use District
- I - Industrial
- RT - Rail Transportation
- P - Park / Public

Existing Zoning

The Hardman Triangle is currently guided by two separate zoning districts. The eastern half is zoned General Business and the western half is zoned North Concord Mixed Use. Several properties on the west half are legal non-conforming.

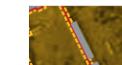


- Low-Medium Density
- Medium Density
- High Density
- Mixed Use
- Commercial
- Industrial / Airport
- Utility
- Parks / Open Space
- Institutional

Future Land Use Plan

The recently adopted Comprehensive Plan designates the entire Hardman Triangle, and surrounding properties as Mixed Use. The previous Comprehensive Plan, designated the Triangle as Office-Research.

From the Comprehensive Plan: The Mixed-Use category is intended to allow for developments which combine residential, office, retail, and commercial uses through planned development. These uses may be mixed within the same building (vertical mixed use) or may be in separate buildings that are mixed within the same area (horizontal mixed use). The exact mix of uses will depend on the site and will need to be sensitive to the development context.



Legal Non Conforming Properties

Non-conforming Properties

Several of the properties in Hardman Triangle have been operating as a Legal Non-Conforming use for several years. As industrial uses in a non industrial district these businesses are permitted to continue operations, however they are not permitted to expand or improve operations. This Plan seeks to put an end to this situation by relocating the properties to an area of the City or Region where they are more compatible with surroundings and policies.

Existing Properties

Hardman Triangle is home to several businesses - ranging from office uses to production, to recycling, to meat production. Most of the businesses have been operating on the triangle for over 10 years.

	Property owner	Acres	Age of Building
1	Quality Service Corp.	1.82	1980
2	EDA (Vacant)	.31	
3	Concord Fresh Meats	1.74	1930
4	Long Chen	2.83	1946
5	EDA (Vacant)	2.83	
6	EDA	1.78	1936
7	Twin City Pallet	5.21	1973
8	Binder Heating and Air Conditioning	.99	1988
9	United food and Commercial Workers union	1.32	1987
10	South St. Paul Steel Supply	3.38	1991



Publicly owned outlined parcels in yellow

Goals



Connect The Community to The River

The Triangle is a key link between the community and the Mississippi River Trail. Safe and comfortable walking and bike connections up and down the hill, connecting to the trail will increase the appeal of redevelopment on the Triangle.



Celebrate History, Culture and Assets of South St. Paul

South St. Paul has a proud history. It is known throughout the region as a hard working close knit community that values its roots. Though the meatpacking facilities are gone, the community remains a center of employment for the east metro and a bedroom community of simple modest homes. Redevelopment should seek opportunities to celebrate and highlight the history of the community through placemaking, art, interpretive exhibits, and events.



Create multiple blocks and opportunities for development

Hardman triangle is a 15 acre block. Over time, the block has been subdivided into different parcels for multiple industrial and general business users. As the area transitions into a greater mix of uses, including housing and retail, it should be subdivided into smaller blocks, bounded on all sides by public roads. Smaller blocks, with streets defining them will help clarify the orientation of the development, make it more pedestrian friendly and organize parking, and amenities.



Orientation to Both Concord and the River

Hardman Triangle has two orientations and exposures - one to Concord Street and another to the River. As the Site redevelops, with multiple buildings and uses, it should account for these multiple orientations. Buildings along Concord Street should address the street and create a gateway to the community. Buildings on the interior of the block, or along Hardman Street should seek opportunities to orient to the river, with views and terraces.



Create Windows to Concord Exchange

Concord Exchange and Concord Street have a unique relationship to each other. Concord Street is the "pass-by street" and Concord Exchange is the "stay-at street." With a half block between them, it is important to locate buildings so they create windows from Concord Street to Concord Exchange. Doing so will allow regional traffic to have visual access to the activity on Concord Exchange.



2. Concept Plan

Plan - Overall

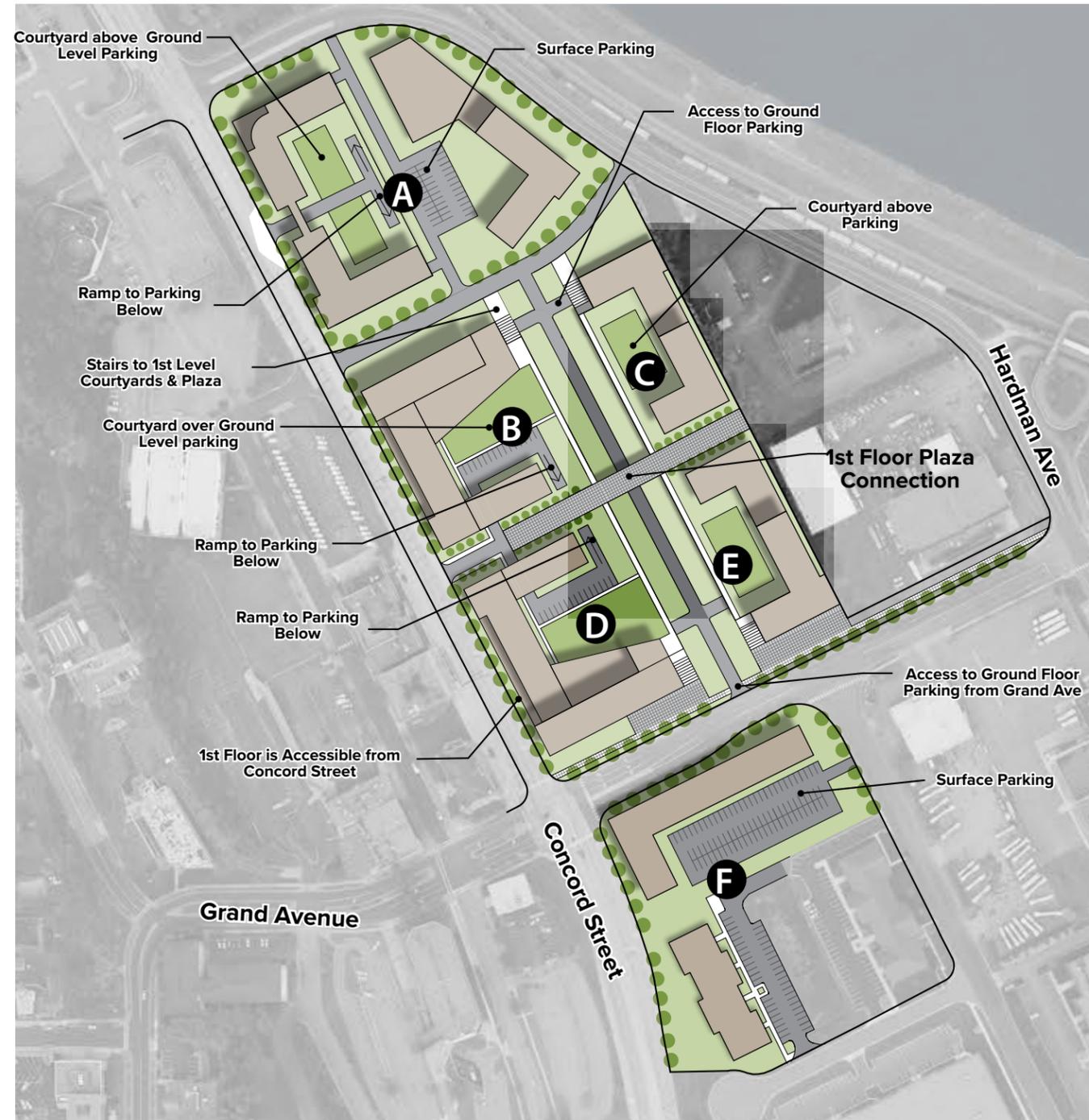
The redevelopment Plan for Hardman Triangle subdivides the single 15 acre block into two smaller blocks, and re-establishes Concord Street and Grand Avenue as the primary streets in the District. The Plan strengthens the Concord / Grand intersection as the 100% corner of the City by building up to the corner with retail and other active uses. New development set on Concord Street will create a new and improved gateway to the City from the north.

A cultural trail is proposed along Grand Avenue, connecting the community from up the hill to the Mississippi River Trail. The trail should contain a cycle track for bicyclists and joggers to easily move between the trail and Concord Street.

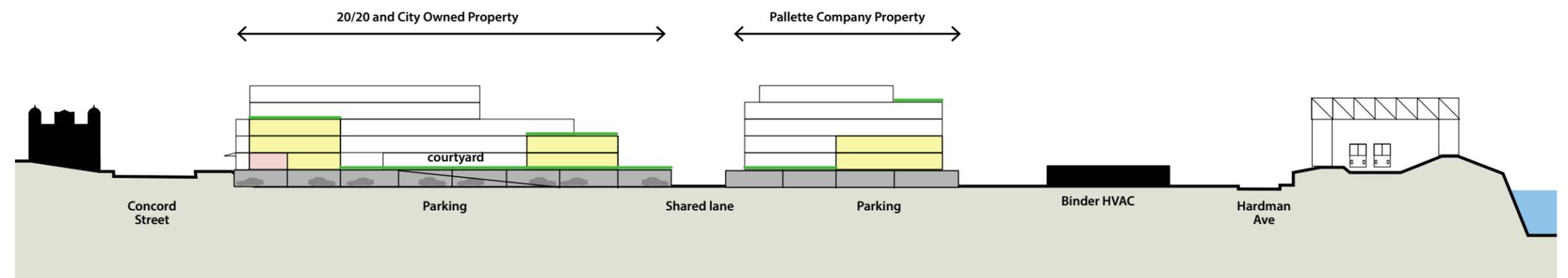
Though the area will evolve into a mixed-use district, there should be an emphasis on residential uses in mid rise buildings. A strong residential presence will support retail and restaurant uses and will take advantage of proximity to the river and related amenities.

Retail and restaurants are also a viable use for redevelopment. They are encouraged to be located in the ground floor of buildings at the corner of Grand Avenue and Concord.

Redevelopment should take advantage of the grade change across the site by tucking parking beneath the buildings and the courtyard - which would be raised - thereby affording views above the levee.



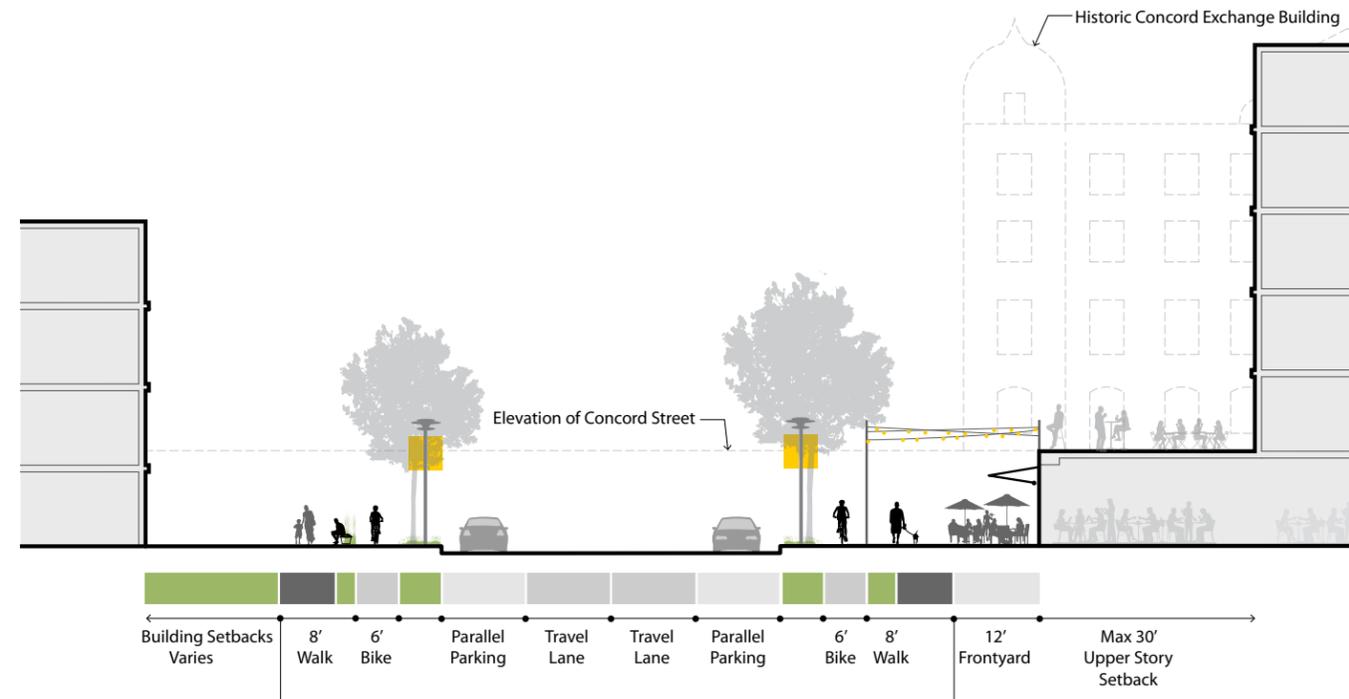
	Potential Development Yield		
	units		
	low	high	non residential SF
Block A	200	265	
Block B	150	200	
Block C	75	100	
Block D	150	200	15,000
Block E	75	100	5,000
Block F	75	100	30,000
total	725	965	



Section Diagram through the Site

Grand Avenue Promenade

Grand Avenue is designed as a promenade between the hilltop neighborhoods and the riverfront trail. With enhanced landscaping, a bike trail, and a widened sidewalk, the avenue can facilitate the connection to the Mississippi River Trail. Wayfinding, signage, and public art can be used to enhance the experience along it and to recognize the history of the area and its significance to the City and the region.



View west on Grand Avenue towards Concord Exchange building

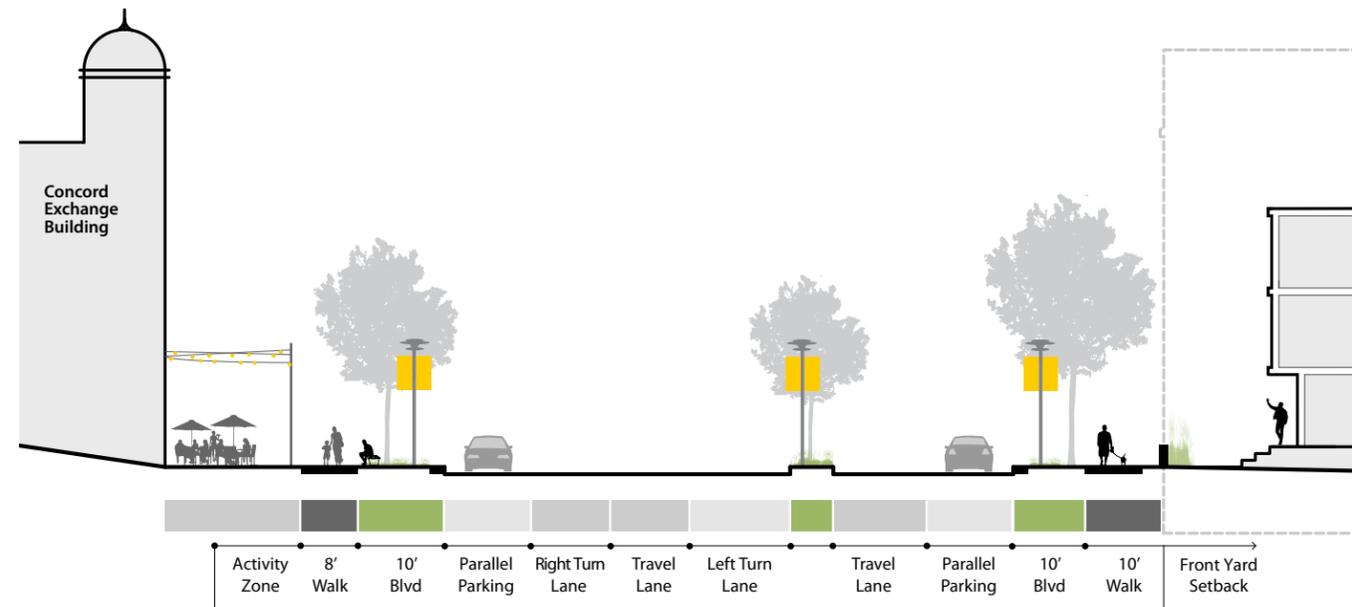


Concord Street

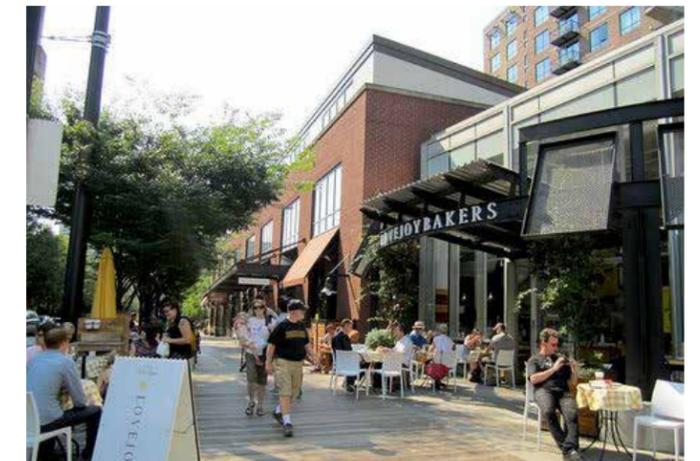
Concord Street will be rebuilt and turned back to the city and County in the next few years. The new design offers the opportunity to create a more attractive environment for redevelopment. It will also create a safer and more pleasant environment for pedestrians, cyclists, transit riders as well as people traveling in cars. The current Right of way is 100'. By reducing lanes and adding greenspaces and sidewalk space, Concord can become an attractive boulevard and new entrance to the City.

Buildings on Hardman Triangle should be located close to the front property line. Individual entries to retail/restaurants as well as doors to ground floor residential should face directly onto the sidewalk with appropriate transitions / buffers.

Residential uses should either be set back slightly with a small patio yard and low wall, and / or be raised 3' from the sidewalk to create privacy. Retail uses, if possible, should be directly at grade. If they are raised, they must have accessible entrances and graceful transitions to the sidewalk.



View South on Concord Street looking towards the Concord Exchange Building



Projected Absorption

A full or partial redevelopment of the Hardman Triangle area is necessary to achieve the highest and best use of the area. The City of South St. Paul has already acquired two key parcels near the intersection of Grand Avenue and Concord Street that collectively make-up about 3.6 acres. In addition, the City acquired a small 0.31-acre site near the entrance of the Long Cheng meat processing business. However, to realize the full potential of the existing acquisitions and to achieve the highest returns on the property; additional measures are needed to achieve the Hardman Triangle’s development potential.

This Plan recommends the City acquire the following properties:

- Concord Fresh Meat (1.74 acres)
- Long Cheng (2.83 acres); and
- Twin City Pallet (5.21 acres).

The acquisition of these properties is critical; without the acquisition, the marketability of the City’s existing properties is limited to the corner parcel. The existence of the current non-conforming business uses impedes development on the city’s parcels and all the other land uses in the Hardman Triangle.

Collectively the acquisition of these three businesses is 9.78 acres; together with the existing city properties the total developable acreage would be approximately 14 acres. As such, a significant development could be achieved that could transform the site area and provide connectivity to Downtown South St. Paul.

This Plan anticipates about a two-year time frame for the acquisition and relocation of the three businesses previously identified. As such, the additional 9.78-acre site would not be shovel ready until 2022 or 2023; however the hard corner that consists of around 4 acres would be marketable sooner as long as the City has made it public that the surrounding sites will be transitioning to alternative uses.

Given the acquisition time-frame and the other multifamily projects in the pipeline in Downtown South St. Paul (Drover Phase II @ 110 units and the other 198 market rate units); a total of 308 rental units could be on-line by the time the Hardman Triangle is ready for construction. This timeframe would align nicely as the proposed projects would be either leased or nearly stabilized by the time the Hardman Triangle sites would be ready to start construction.

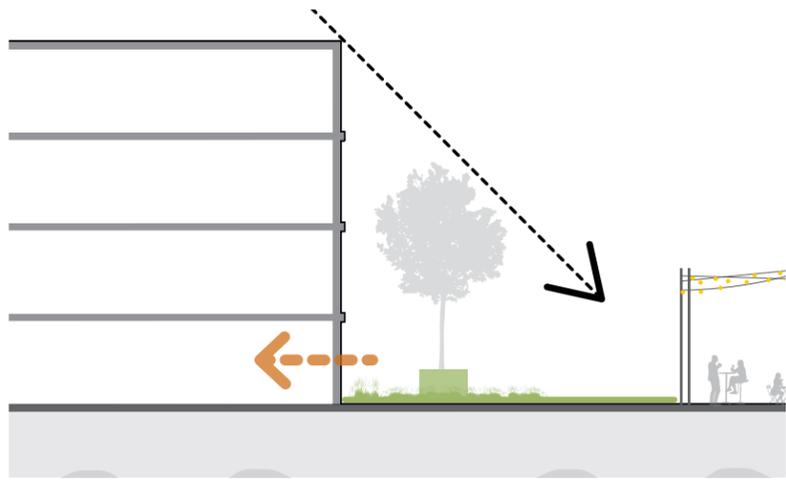
Multifamily housing continues to be one of the preferred asset classes for development in the Twin Cities as record apartment deliveries have resulted in the past three years and 2020 looks to break another peak (11,000 units estimated). However, South St. Paul has delivered the fewest apartment units since 2015 compared to other inner-ring suburban communities across the Metro Area. Apartment development in many of the peer cities has resulted from infill and redevelopment; which in most cases results in higher development costs than vacant, pad-ready sites. In many cases, communities have offered TIF or other incentives to help alleviate the costs associated with redevelopment.

Maxfield Research projects South St. Paul can absorb about 150 units annually across all multifamily product types (i.e. market rate or affordable rental, senior housing, for-sale housing, etc.). As such the build-out of the 14-acre site with predominantly multifamily housing could achieve 700 units; or a five-year plus build-out. Assuming commencement in 2023, the build-out would most likely run the course of the decade. Because the retail sales leakage in South St. Paul, this Plan highly encourages mixed-used formats with first-floor commercial space. The addition of commercial square footage will complement the housing development while providing amenities to South St. Paul residents and workers.



- 1 Phase 1
- 2 Phase 2
- 3 Phase 3
- 4 Phase 4

Potential Development Yield			
	units		non residential SF
	low	high	
Phase 1	225	300	20,000
Phase 2	225	300	
Phase 3	200	265	
Phase 4	75	100	30,000
total	725	965	



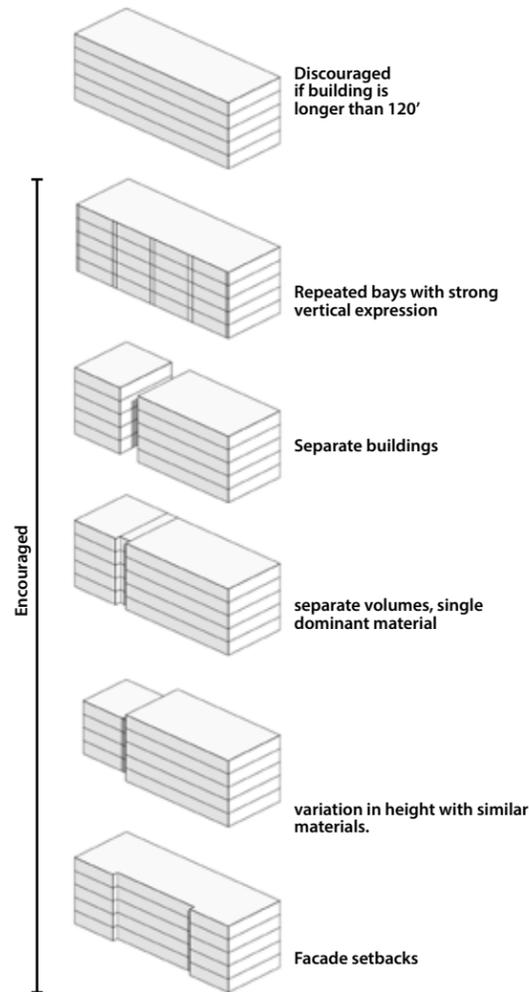
3. Design Guidelines

Building Massing

Intent

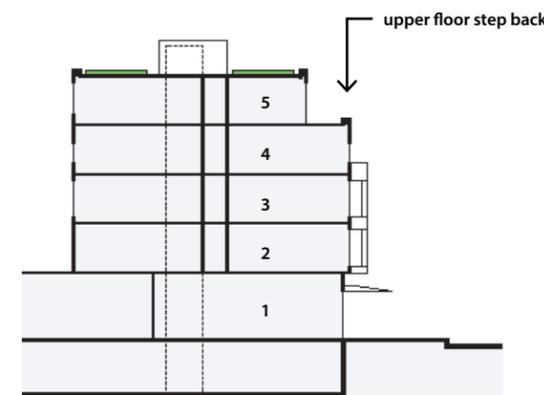
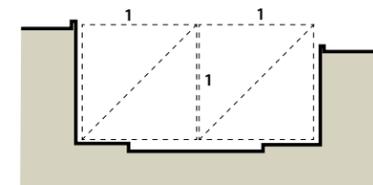
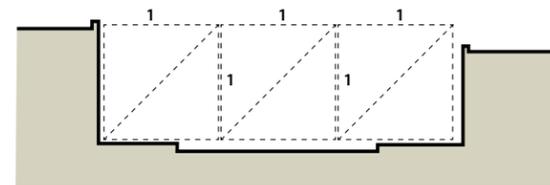
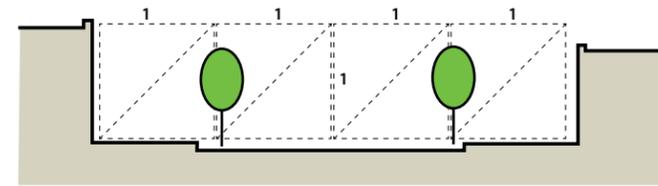
To shape the overall massing of the buildings so it creates a district that is cohesive, harmonious, and pleasant to be in. A series of buildings, whose overall massing protects and creates views, allows daylight to important spaces, and protects pedestrians from harsh microclimates will contribute to a successful district.

- **Building Heights - Stepbacks:** In order to ensure sunlight on Concord Street buildings are encouraged to utilize stepbacks on upper floors. Doing so will allow sunlight to penetrate down to the sidewalk during mid day for much of the year.
- **Building Heights - Minimum:** In order to create a well defined street space, buildings should be a minimum of three stories tall along Concord Street.
- **Building Length:** Building lengths should not exceed 250' as measured along the front of the building. Buildings longer than 120' and should employ techniques that reduce their horizontal scale.
- **Building Types:** Multiple building types that vary in size are encouraged. Doing so helps ensure variety and visual interest as well as diversity of units and uses.
- **Preserving and creating views:** Due to the slope from the bluff to the River, consideration should be given to how buildings are experienced from different vantage points, not just from the sidewalk. In order to prevent views towards the river, tallest portions of the buildings should be located perpendicular to Concord Street and the River.
- **Corners:** primary corners throughout the district should be celebrated with special architectural treatments at both the ground level as well as in the massing of the building.



Building Length

Buildings are encouraged to be a maximum of 180' in length along the street edge. Buildings longer than 100' should have a massing and articulation that reduces horizontal scale of the building. While it is not necessary to articulate long buildings as if they are many small buildings, each building, and the assembly of buildings on a site should have variety and human scale.



Building Height and Street Enclosure

Comfortable, human-scale spaces are determined in part by whether or not they have a sense of enclosure - like a room, the walls are important. When the ratio of building height to overall street width is between 1:1 and 1:3, the street space will be feel enclosed, while still getting adequate sunlight. Therefore buildings along Concord and Grand Avenue should be between three and of six floors. The facade of any floor above the fourth floor should be set back from the right of way line of any public street.

Ground Floor Design

Intent

To create a superior pedestrian experience along all public streets by ensuring that facades are not exceedingly long, uninterrupted and rigidly uniform. Variations in the ground floor design break up the mass of large buildings, add visual interest and promote a human scale environment along the sidewalk. The guidelines on this page can be used to guide the design of the ground floor of all new buildings.

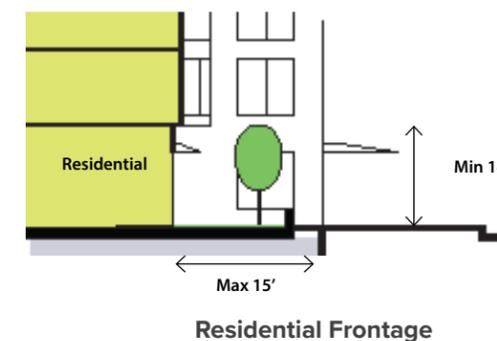
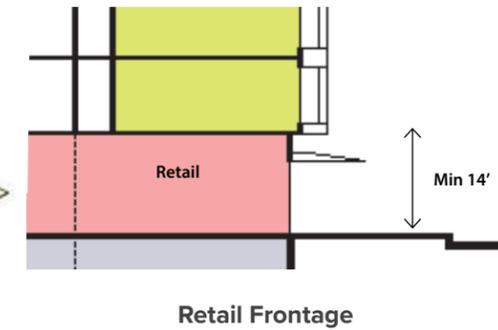
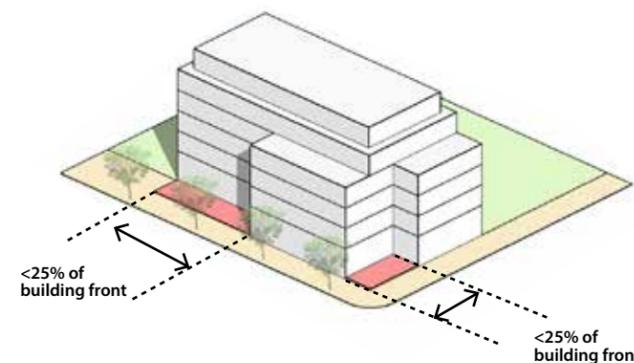
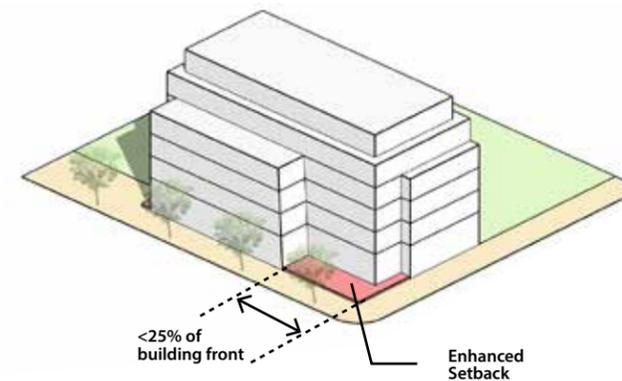
Guidelines

- Transparency:** The ground floor of all buildings should be highly transparent with multiple doors, display windows, lobby spaces, and other semi-public spaces. The ground floor of all buildings should be at least 50% clear glass (transparent). Blank walls longer than 30 feet and opaque coverings on windows and doors should be avoided.
- Setbacks:** Provide plane changes in the facade that create horizontal and vertical breaks, as well as shadow line. Longer buildings should have an “enhanced setback” along part of its length.
- Materials:** Include elements such as textured materials, awnings, plantings, signage and seating to create a visually engaging and inviting ground floor.
- Ground Floor Uses - Active uses,** such as retail, restaurants, and common spaces should be located on the ground floor where it meets the sidewalk. Those uses should be visible to the sidewalk. Ground floor spaces should be a minimum of 14’ tall.
- Residential Uses:** When residential is located on the ground floor facing a public street it should be either at grade and set back 10’-15’ from the sidewalk, or slightly raised to create a greater sense of privacy.
- Building entrances:** Building entrances should be clearly defined through the use of architectural details, fenestrations, canopies. All entrances to buildings and units should be accessible from the public sidewalk.



Ground Floor Transparency

The ground floor of all buildings should relate both visually and physically to the sidewalk through generous use of transparency and frequent openings. Views both into and out of buildings enrich the urban experience for pedestrians and building occupants alike, while also improving safety through natural surveillance.



Building Placement & Setbacks

All new buildings are encouraged to be located close to the front property line. Use of an “enhanced setback” that offers public amenities and semi private space for residential units is also encouraged. The Enhanced Setback can range in size however they should be limited to less than 50% of the frontage line and no deeper than 15’. Enhanced setbacks can also be used to mitigate the impact of exceedingly long buildings.



Building Entries

Building entrances should be clearly identifiable, and directly accessible from the adjacent sidewalks. Commercial entrances should be level with the adjacent sidewalk. Residential entrances to units can be set at grade (if set back for privacy) or located close to the sidewalk and raised for privacy. The ground floor should be constructed with a minimum 14’ floor to floor height.

Facade Articulation

Intent

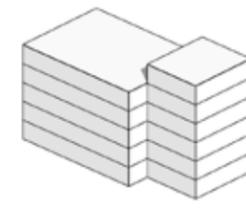
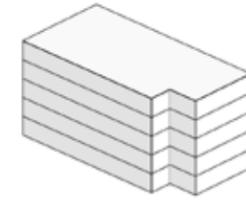
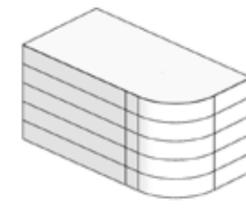
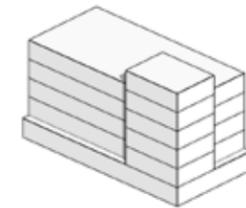
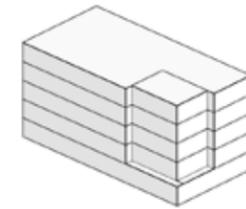
To create buildings whose facades are well designed, simple, and supportive of the goal of creating a district that is human scaled, pedestrian friendly, and pleasant to be in. Buildings in Hardman Triangle are likely to be larger and longer than the prevailing context of Concord Street, therefore it is important to design them so they maintain a comfortable scale for pedestrians while still creating a well defined outdoor street room.

- **Composition:** Buildings should be composed either as repeated structural bays as is common in many traditional buildings, or as a balanced composition (consisting of masses and solids and voids) as is common in many modern buildings.
- **Materials:** All materials should be long lasting and durable. Materials such as stone, brick, metal and glass are encouraged. Stucco, EIFS, overscaled block or brick, are discouraged.
- **Corners:** Buildings located at the intersection of Concord St and Grand Ave should be designed to engage and add interest to the public realm and create a visual presence at the corner. This should include corner entrances and architectural features such as chamfered or rounded corners, corner windows, and tower elements.
- **Building Elements:** elements such as projecting bays, balconies, awnings, fins, overhangs, and cornices should be used to give depth and interest to facades.



Composition

Traditional buildings (top image) tend to be composed of repeating bays, modern buildings (bottom two images) tend to be balanced compositions of masses. The design of buildings should be appropriate for the time and not historical derivatives.



Corners

Articulation of important corners is an opportunity to define a District. Grand Avenue and Concord Street is the 100% corner of the District and should be celebrated as such with architectural treatments that highlight the corner. A special corner treatment is also encouraged at the Hardman Ave / Concord Street intersection because that location is the gateway to the District as approached from the north.

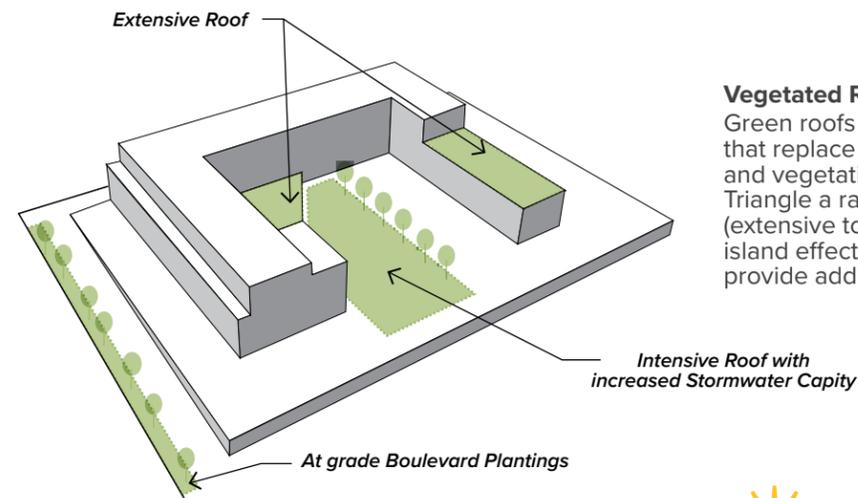
Site Considerations

Intent

To provide beautiful and functional outdoor spaces that serve public, private, passive and active uses and enhance the quality of life for residents. Buildings and other site elements in Hardman Triangle should be planned to create outdoor space that have a relationship to indoor building uses and the public sidewalk.

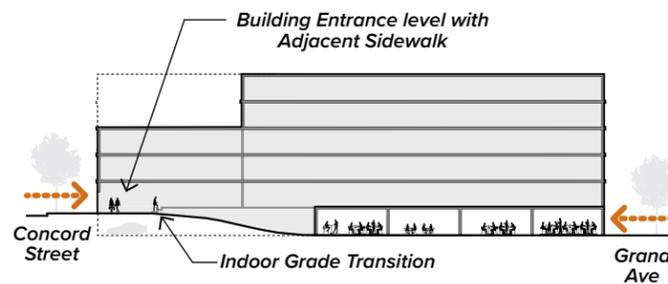
- **Plant Material:** Trees and landscaped areas play an important role in breaking down a space and to creating a sense of enclosure, providing shade, and adding needed softness in the urban environment.
- **Finish Floor Elevations:** Due to the grade change from Concord Street to the site, creative indoor and outdoor grade transitions are needed to ensure all building entrances are accessible to public sidewalks along Concord Street and Grand Ave. Commercial entrances should be level with the adjacent sidewalk. Residential entrances should be no more than a couple of feet above the level of the adjacent sidewalk, or set back no more than 15' from the sidewalk with appropriate buffering such as a low wall.
- **Stormwater Management:** Stormwater management should be approached in an artful manner. For example, celebrating the treatment of stormwater in an environmentally responsible way while also creating inviting landscapes and public art that enhance a site's open space and aesthetic value.
- **Occupied Roofs:** Due to the proposed density, the necessity of structured parking, and the overall urban nature of the Hardman Triangle district, functional outdoor use areas should be provided above structured parking and connect to the sidewalks along Concord Street and Grand Avenue.
- **Vegetated Roofs:** Vegetated roofs should be used to meet impervious area requirements and as part of the stormwater management strategy within Hardman Triangle. Vegetated roofs reduce heat island effect and decrease the buildings' demand for heating and cooling.

March 6, 2020



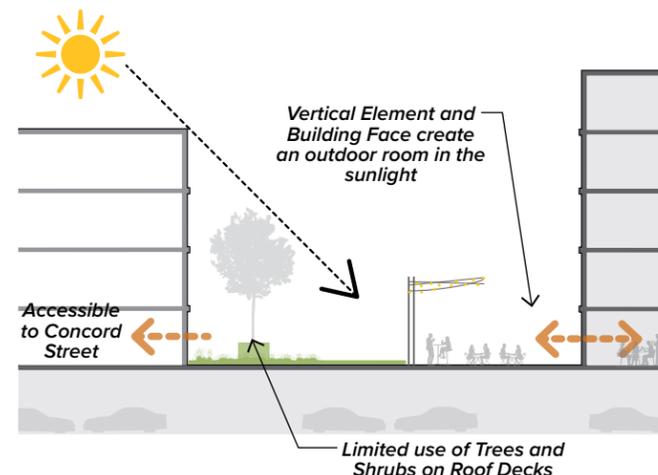
Vegetated Roofs

Green roofs and living roofs are alternative roof surfaces that replace traditional roof materials with a planting media and vegetation to reduce impervious cover. In Hardman Triangle a range of soil depths and plant materials (extensive to intensive) should be used to reduce heat island effect, decrease heating and cooling demand, and provide additional habitat and stormwater services.



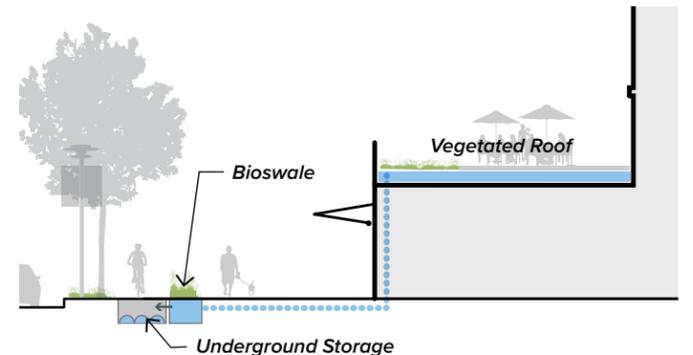
Finish Floor Elevations

Public building entrances should be clearly identifiable, and directly accessible from the adjacent sidewalks. Due to the grade change across the site special consideration should be given when setting Finish Floor Elevations so that all primary building entrances are level with the adjacent sidewalk. Creative indoor and outdoor grade transitions will be necessary to ensure all building entrances are level with the public sidewalks along Concord Street and Grand Ave.



Occupied Roofs

Due to the density and structured parking proposed in the Hardman Triangle district, occupiable roofs will be necessary to provide valuable open space in the urban landscape. Sheltering and vertical elements should be used to shelter outdoor spaces and define a sense of enclosure in lieu of shade trees. Seating and paved areas should be located in the sun and have a direct relationship to indoor uses to help facilitate their use throughout the year.



Artful Stormwater Management

Stormwater features within the Hardman Triangle district should be a series of small features linked to form a treatment train where possible, rather than a centralized system. For example, the overflow from a green roof could be directed into a vegetated bioswale that separates the bikeway from the public sidewalk which when full, might overflow into retention cells below paved areas. The development of a treatment train allows for enhanced water quality and runoff reductions and should be integrated into other functional components of the site, such as boulevard plantings, green roofs, and under outdoor seating and pavement.