



38th Street Station Area Plan

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District Descriptions

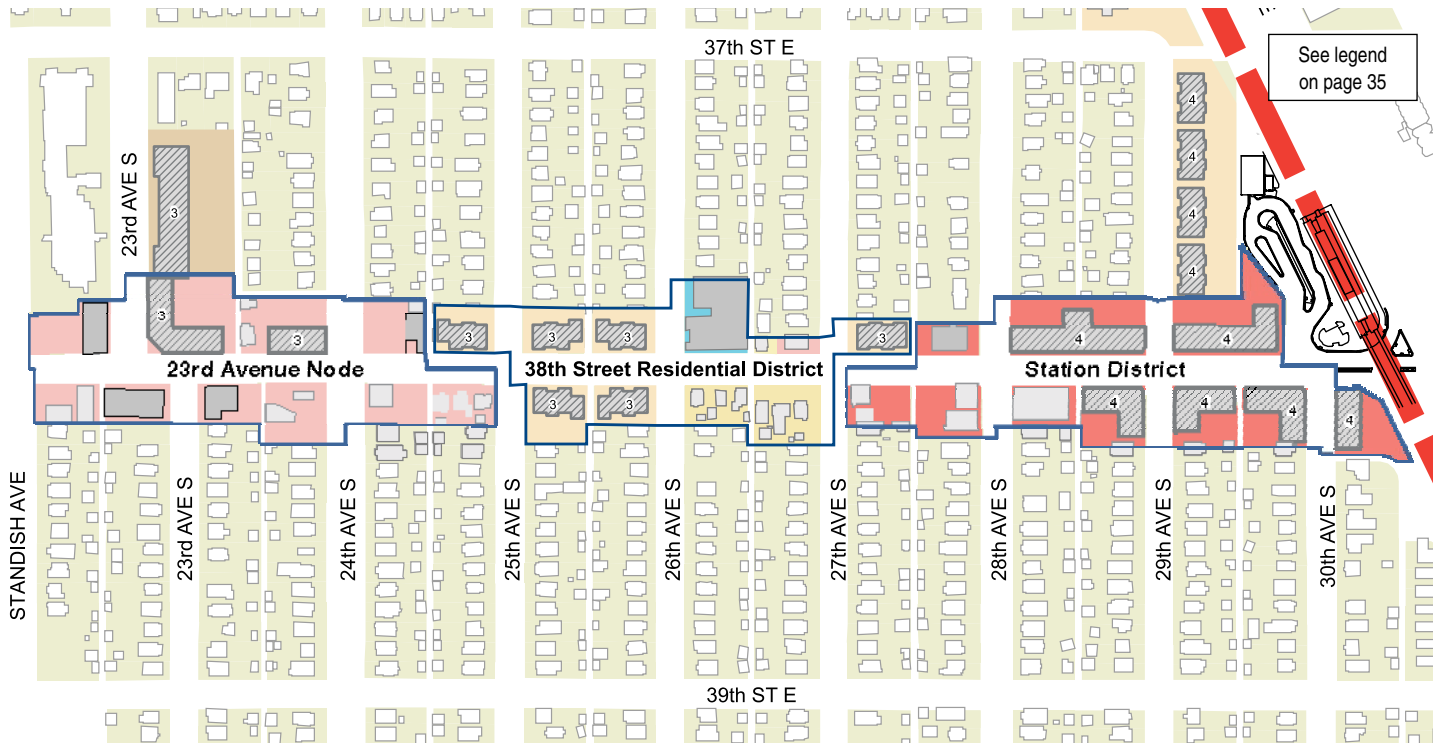
The plan envisions and supports districts or sub-districts that have particular land uses, character or features. In some cases, this district character is already present, such as the commercial node at 38th Street and 23rd Avenue. In these locations, the plan guides change that is fitting with this existing character. In other cases, the envisioned district character does not currently exist, such as the potential reuse or redevelopment of the grain mills and storage elevators. As much as possible, the plan builds upon community strengths and opportunities. Where significant challenges are present, the plan portrays a vision for change.

The boundaries of a district reflect an intention to create places that have definition and/or patterns. This is in contrast to areas where building use, form and scale are

inconsistent. In many cases, the designated land uses and building forms within districts are largely the same. In other cases, a district may include multiple land-use designations, but in such a way that creates a pattern or rhythm. In either case, land use/building form designations and building footprints further articulate this vision.

Sites within these boundaries suggest that creating a sense of place is especially important. These areas may also be the focus of particular efforts related to

- 1) redevelopment,
- 2) organizing landowners and/or businesses,
- 3) code enforcement in cases of blight and/or
- 4) special streetscape or other improvement efforts.



Map 9: Standish neighborhood districts

38th Street Districts in Standish

In many cases, the shallow depth of parcels along 38th Street is a significant barrier to investment, redevelopment and improvement to the public realm. There is often insufficient land to create multistoried buildings with room for parking, landscaping and building setbacks. Deeper parcels are needed in order to create more of a coherent, attractive “main street.”

Where existing building footprints are shown, the plan does not illustrate the additional parcel depth that would make larger-scale redevelopment possible. In other areas, however, the plan identifies an appropriate extent to which land may be acquired to accommodate new development fronting 38th Street. In many cases, this will be a depth similar to frontages along other corridors such as Minnehaha Avenue. Such parcel depth changes must meet a number of conditions:

- Parcel acquisition must facilitate new development that faces 38th Street or which serves existing development by creating additional parking, landscaping or site amenities.
- Primary entrances for new buildings must face 38th Street.
- The creation of L- or T-shaped alleys to replace existing alleys (that currently outlet on 38th Street) will be required where feasible and where such measures would reduce conflicts between cars and pedestrians on 38th Street.
- Additional parcel depth must be used to reduce the need for variances from zoning standards that arise from small sites (e.g., related to yard, landscaping and parking), not simply increase the size of the building.
- Proposals must conform to the preferred heights and land uses identified for the 38th Street frontage.

Map 10: 23rd Avenue Node



23rd Avenue Node

Certain existing small-scale buildings at 23rd Avenue reflect the historic neighborhood character. These buildings should be preserved and demolition discouraged. Most of the land uses at this node are designated as neighborhood commercial. The plan envisions that functions at this node remain largely for small-scale neighborhood goods and services. Small offices and residences on upper floors, as well as adaptation of single-family homes for commercial uses, are part of that vision. In this district, the plan designates several buildings as preservation/reuse. The plan does not support rezoning of adjacent parcels to accommodate larger sites that would result in the demolition of these buildings. Furthermore, the plan's preferred land use map reflects that policy. One- to three-story buildings are generally appropriate in this district.

The large surface parking lot at the northwest corner is well suited for new multistory development. Such development should be broken into smaller segments with a scale that does not overwhelm the corner. Commercial retail or office uses should take architectural cues from the existing commercial buildings. The plan envisions apartments or condominiums for the rest of the block.



Existing commercial buildings at 38th Street & 23rd Avenue.



Prime development location at northeast corner of 38th St. and 23rd Ave..

Two small-scale uses at the corner of 24th Avenue also reflect the charm and character of the Standish neighborhood. Though it's in a nondescript building, the care and attention to detail of Sweet Lorraine's makes it a neighborhood asset. Not only aesthetically pleasing, it serves an important social function for neighborhood residents. Consistent with the smaller-scale character of this district, the plan does not support expansion of the neighborhood commercial land use designation or zoning to accommodate a large-scale redevelopment.

Should Action Auto remain for the foreseeable future, reuse of the single-family home to the west for some kind of commercial use is desired. This is consistent with the plan for this district to remain small-scale neighborhood commercial. The plan supports combining both properties for a new small-scale mixed-use development to create a more consistent character between 23rd and 24th avenues.

Just east of Sweet Lorraine's are three small single-family homes that are commercially zoned. The lots have nonconforming lot sizes (they are less than 5,000 square feet each). The plan supports adapting these homes to small-scale commercial uses or leaving them as single-family homes. The plan does not support mixed-use redevelopment at this location.

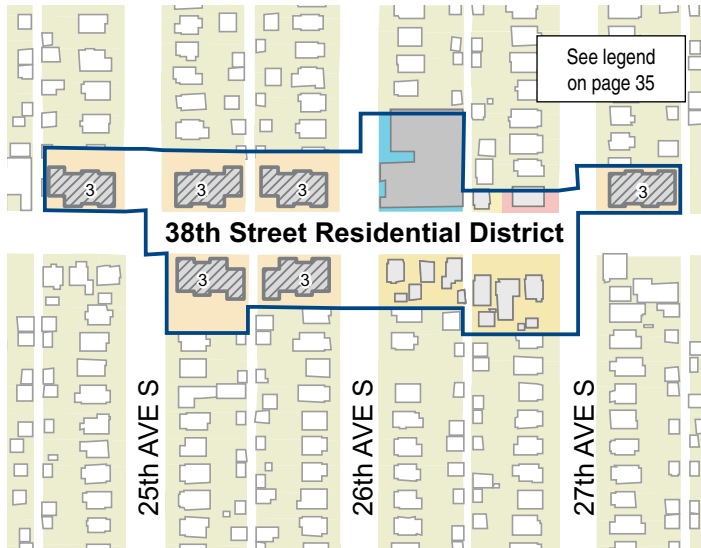


Sweet Lorraine's



Action Auto at NW corner of 38th St. & 24th Ave.

Map 11: 38th Street Residential District



Possible redevelopment sites.



Preservation priorities.

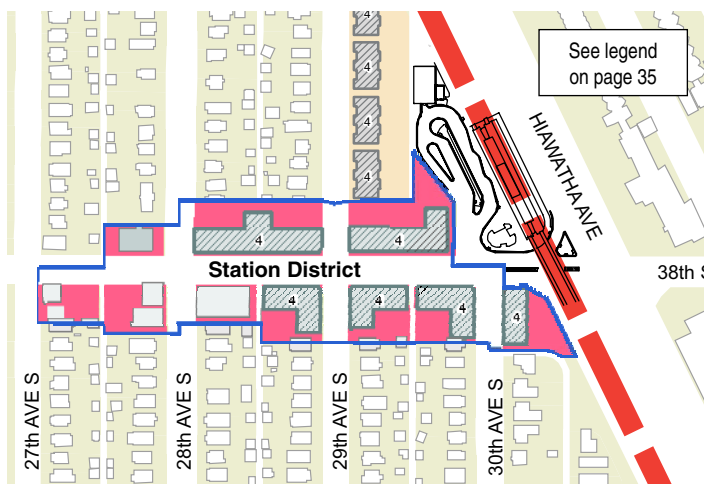
38th Street Residential District

The plan envisions the area between the 23rd Avenue node and the LRT station as primarily a moderate-density residential district with townhomes / stacked flats. As such, the focus of activity for goods and services will be to the west and east. Orientation of new housing and improvements to existing uses should reinforce 38th Street as a main street.

Priority sites for redevelopment include the block faces between 25th and 26th avenues. Both sides of 38th Street are significant gaps in achieving a pedestrian and neighborhood-friendly streetscape. Plain building fronts and garages are uninviting and detract from a main street character. Residential uses are envisioned, but landscaping between buildings and sidewalks, as well as larger windows, should be considered if redevelopment will not occur for the foreseeable future. The single-family homes on the north side of 38th between 25th and 26th avenues do not reflect the traditional bungalow architecture of the neighborhood. The rambler style, a garage fronting on 38th Street and a lack of windows and entrances create visual disharmony on this block.

Preservation priorities along the north side of 38th Street between 26th and 27th avenues include Bethesda Church, a single-family home and a small-mixed use building. The architectural quality, character and condition of these buildings and adjacent homes should be preserved. Reuse of the commercial building as small-scale offices or housing is preferred to more intense retail uses. Zoning to expand the density or range of uses on these sites should not occur. The south side of the block includes single-family homes in good condition facing 38th Street. Yards include mature trees that provide a visual and environmental relief between the districts to the west and east.

Map 12: Station District



Station District

The location of the LRT station provides an opportunity to complement its activity with a mix of housing and commercial activity. Higher density new development and rehabilitation of existing buildings will reinforce the station as a focal point for the neighborhood.

The corner at 28th Avenue is an anchor and building block for a larger mixed-use district contiguous with the station. Recent development has occurred on a small site at the southeast corner, and the northeast corner remains an opportunity for new infill development. The preferred scenario is that the buildings at the northwest and southwest corners remain.

The block along the south side of 38th Street between 27th and 28th avenues is book ended by two-story commercial buildings. The middle of the block includes a smaller repair business located at the back of the lot. Landscaping and screening improvements are needed to create a better edge to the street and improve the pedestrian environment. The plan encourages sharing the off-street parking with other area businesses.

The north sides of the blocks on either side of 29th Avenue are priorities for redevelopment. These blocks are nearest the station and have uses that crowd the sidewalk, are blighted, and/or do not provide significant pedestrian-oriented activity and amenities. They include the auto repair shop and the Cardinal Bar.



Hiawatha Square at southeast corner of 38th St. & 28th Ave.



Southside of 38th St. between 27th & 28th Avenues.