

## District Descriptions

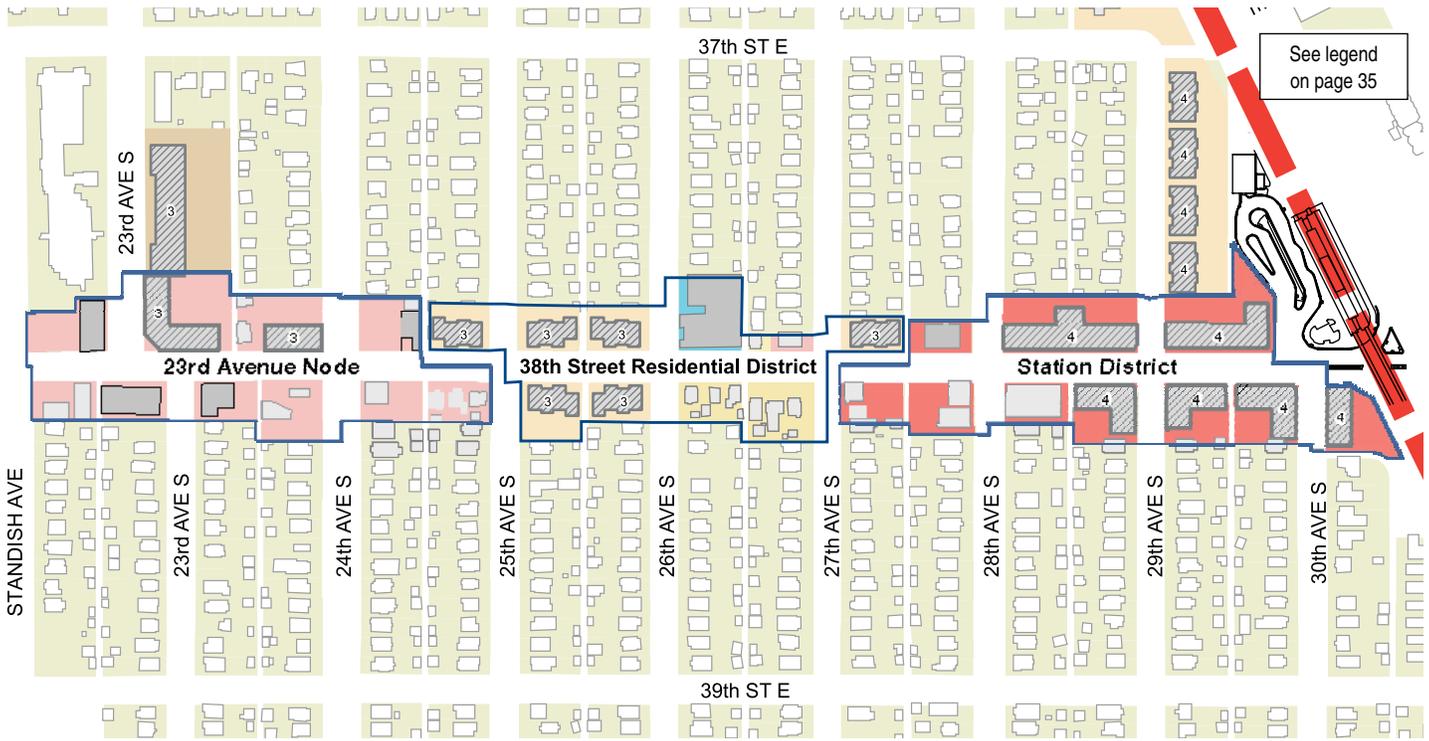
The plan envisions and supports districts or sub-districts that have particular land uses, character or features. In some cases, this district character is already present, such as the commercial node at 38<sup>th</sup> Street and 23<sup>rd</sup> Avenue. In these locations, the plan guides change that 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**

## 38<sup>th</sup> Street Districts in Standish

In many cases, the shallow depth of parcels along 38<sup>th</sup> 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 38<sup>th</sup> 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 38<sup>th</sup> Street or which serves existing development by creating additional parking, landscaping or site amenities.
- Primary entrances for new buildings must face 38<sup>th</sup> Street.
- The creation of L- or T-shaped alleys to replace existing alleys (that currently outlet on 38<sup>th</sup> Street) will be required where feasible and where such measures would reduce conflicts between cars and pedestrians on 38<sup>th</sup> 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 38<sup>th</sup> Street frontage.

## 23rd Avenue Node

Map 10: 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.



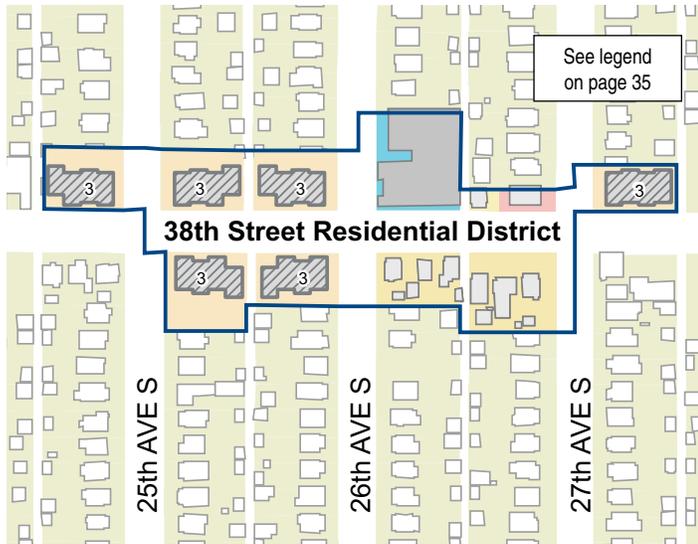
Sweet Lorraine’s



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

## 38th Street Residential District

Map 11: 38th Street Residential District



The plan envisions the area between the 23<sup>rd</sup> 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.



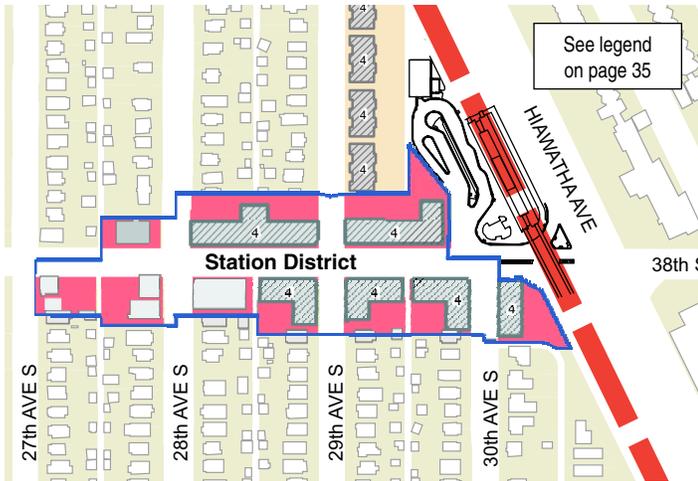
Possible redevelopment sites.

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.



Preservation priorities.

**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.



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

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.



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

# Minnehaha Avenue Nodes in Longfellow

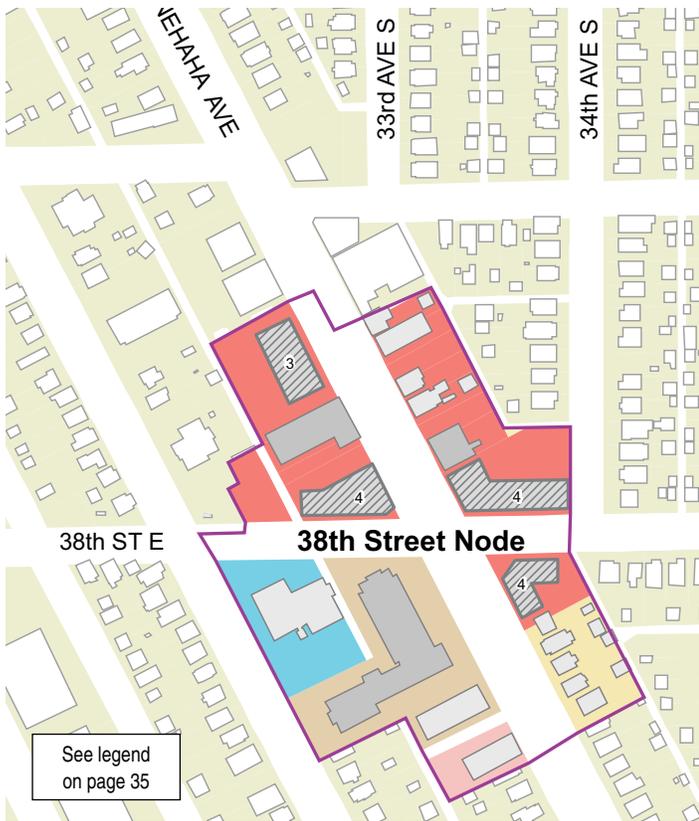
Map 13: Minnehaha Avenue Nodes



Minnehaha Avenue is a historic streetcar corridor with intermittent commercial uses. Like Hiawatha Avenue, it runs at a 60-degree angle to the normal city street grid, both interrupting and supplementing it. This presents interesting urban design features such as trapezoidal and triangular land at intersections. The plan recognizes and supports ongoing commercial and/or small-scale mixed-use nodes at 35th Street, 38th Street and 40th Street.



Map 14: 35th Street node

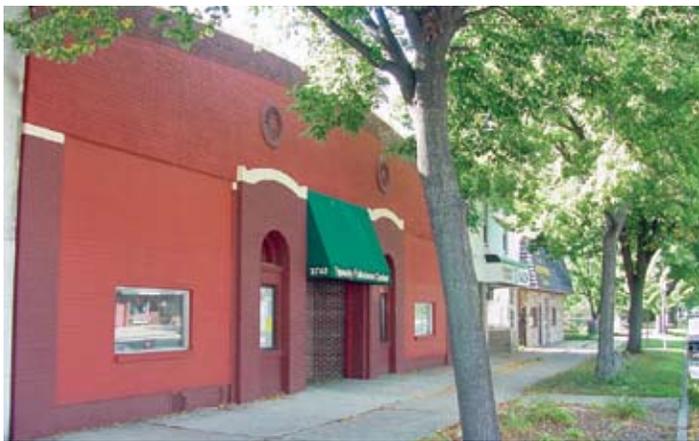


### 38<sup>th</sup> Street Node

The node at 38<sup>th</sup> Street includes a wide range of neighborhood retail stores, services and social gathering places. They include a convenience store, flower shop, bar and restaurant, frame shop, gift shop, bicycle shop, dance studio, auto repair shop and VFW and union halls. Many of these businesses are in original one- or two-story buildings, are in good condition, and contribute to a sense of historical continuity. The intersection is anchored by Simmons Manor, a former school turned apartment building.

Site plan and aesthetic conditions are relatively poor, however, for some corner properties. Issues include an excessive amount of paving and inadequate landscaping. Any new development at this corner should make more efficient use of the corner properties by creating more prominent buildings. In the meantime, better attention should be paid to streetscape and site amenities.

Commercial uses and zoning extend north across 37<sup>th</sup> Street, creating a “tail” of commercial uses along the east side of Minnehaha that include an auto body repair shop and a recently renovated bar/restaurant. Should redevelopment occur, residential or mixed-uses are preferred to only commercial uses.



Original commercial buildings, as well as renovation and re-use, contribute to the vitality of the 38th & Minnehaha Node.



Current conditions at corner.



### 35<sup>th</sup> Street Node

This node has traditional neighborhood commercial buildings with second-floor residences. The physical condition of some properties at this corner is poor, though commercial storefronts at the northeast corner have recently been renovated. Preservation of the traditional two-story buildings as commercial/residential space is encouraged, while redevelopment of the southwest corner for residential or mixed-use is encouraged.

The intersection is unique because it is also intersected by 31st Avenue, creating a triangular parcel of land bounded by three public streets. However, this central feature is currently occupied by an auto-repair business that has inadequate landscaping and screening. It is not an ideal location for the existing use, and efforts could be made to convert this prominent site to open space, like the space at Adams Triangle at 41st and Minnehaha. Such a change would likely result in further revitalization and investment in the surrounding properties.



Acquisition of the triangle parcel at 35th & Minnehaha for open space could spur revitalization at this corner.

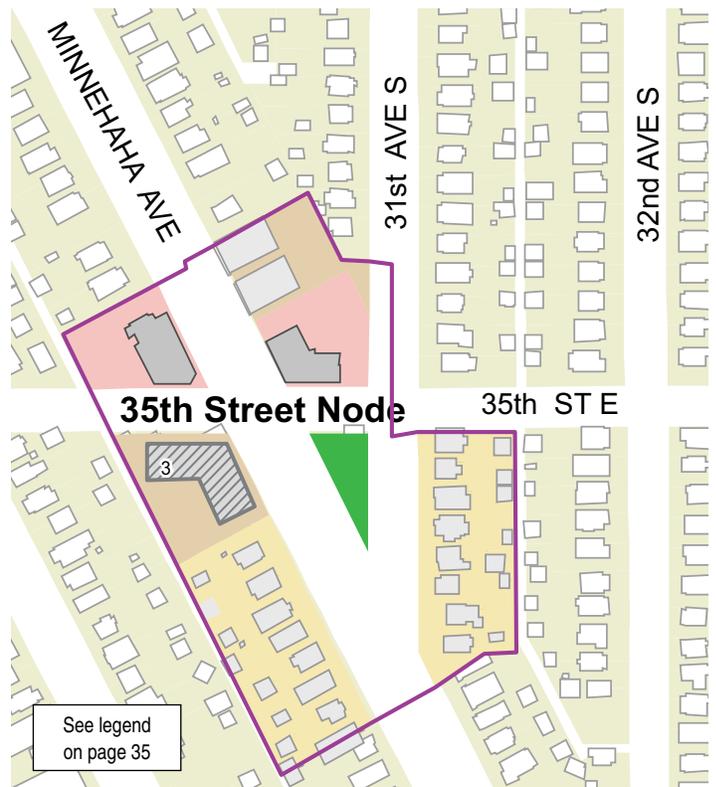


Looking north where 31st Ave. meets Minnehaha Ave.



Adam's Triangle at 41st St. & Minnehaha Ave.

Map 15: 35th Street node



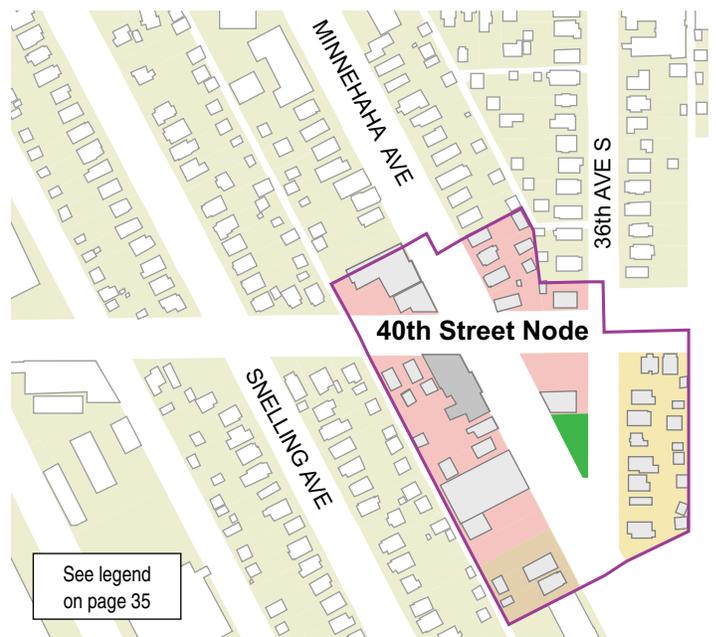
## 40<sup>th</sup> Street Node

The plan envisions that this node remains mostly for small-scale neighborhood retail and services, similar to the 23rd Avenue Node in Standish and the Minnehaha & 35th Street node. Most of the land uses at this node are designated as “neighborhood commercial.” Small offices and residences on upper floors and adaptation of single-family homes for commercial uses are part of that vision. In this district, the plan designates several buildings as preservation/reuse. One- to three-story buildings are generally appropriate in this district.

Like the node at 35th Street, there is a triangle of land that includes a commercial use. Because this site is larger than the one at 35th Street, continued use as a small-scale commercial use is more appropriate. However, the site should be improved with landscaping and/or other features that reflect its prominent location along the Minnehaha corridor.

A land use change and redevelopment at the northeast corner is encouraged. The two-story building at this location is out of context with the rest of the node. Site acquisition along Minnehaha to facilitate a small-scale residential or mixed-use development is encouraged.

**Map 16: 40th Street node**



Like at the other nodes in the plan area, renovations of storefront buildings has occurred.



Falls Hardware at the SW corner is more consistent with the preferred character of the node than the building at the NE corner.



NE corner of Minnehaha Ave. & 40th Street

# Hiawatha Districts

Map 17: Hiawatha Districts

This plan realizes that significant development density may be necessary to make redevelopment of the grain mill and storage facilities economically viable. The long narrow parcels and the presence of the freight rail corridor present obstacles to reorganizing the land in a manner

that 1) makes new development economically feasible, 2) creates a sense of place in the area, 3) manages vehicle access and circulation via streets other than Hiawatha, and 4) allows development to occur in phases.

New driveway and access points should not be placed near congested intersections.

Although new development near the 38th Street station will likely generate far less traffic than if located elsewhere it will nevertheless contribute to area-wide traffic. Parcels should more or less

be reoriented so that access can occur at locations off Hiawatha. Snelling and Dight avenues could be used for these purposes.

From these avenues, vehicles have access to 35th Street, 38th Street and 42nd Street, all of which provide access to intersections with traffic signals on Hiawatha and routes through the neighborhood.





Looking south down rail corridor from 39th St.

The presence of the freight rail corridor presents obstacles for reorienting parcels to allow vehicle access from Dight or Snelling avenues. Development site plans should indicate how future access to off-street parking and loading areas could be provided along Dight or Snelling avenues as interim arrangements that may be acceptable to Mn/DOT and the City's Public Works Department. Vacating the freight rail corridor is an ongoing implementation objective of this plan.



Looking north up rail corridor from 38th St..



Looking north up Dight Ave. from 38th St.

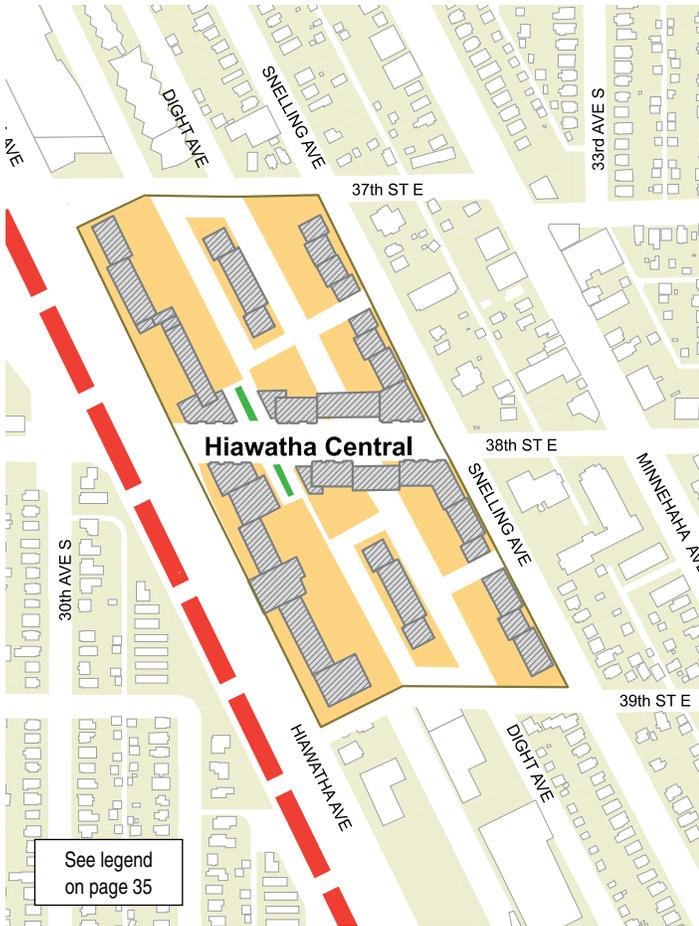


East side of Hiawatha Ave. between 41st & 42nd Streets.



Looking SW from intersection of 41st St. and Dight Ave.

Map 16: Hiawatha Central



## Hiawatha Central

The industrial parcels along the railroad right-of-way are long and narrow. The plan envisions that parcels and blocks would be reoriented and consolidated to accommodate new uses in a way that reconnects the street grid and develops a sense of place. This scenario calls for high density development in an area bounded by Hiawatha on the west and Snelling Avenue on the east. Space on the interior of the block would include open space, landscaping or parking that is integrated into the site. It is expected that most parking would be located underground.

The plan envisions a development scenario that could occur all at once or in phases. Dight Avenue could be vacated or maintained as a public street depending upon the ultimate design of the space in the interior of the block. It could remain as a public street or be part of a development site, most likely as a private drive. In the same way, the railroad right-of-way could remain during initial phases of development and be incorporated into site plan elements of later build-out scenarios.

Primary features envisioned for the Hiawatha Central district should include:

- A mix of uses at densities sufficient to create a vibrant, transit oriented community.
- A mix of small scale and moderate scale retail and service commercial uses that support high density residential and office markets as well as the needs of the surrounding community.
- A mix of housing types and building heights to meet multiple housing needs and markets.
- Adaptive reuse of milling structures where feasible and where it can be integrated within an overall site plan that mitigates the impact of large structures.

- A rhythm and scale of buildings that may echo the industrial milling past, but which are better integrated into the existing neighborhood fabric.
- A variety of small scale open space amenities and gathering places, reinforced through CPTED principles and which contribute to a sense of place.
- Green space, including areas for storm water infiltration.
- North/south sight lines, such as what exists today with the rail corridor, as well as sight lines from the adjoining blocks, in order to create a sense of connection with the surrounding neighborhood.
- Extending 39th Street to intersect with Hiawatha at a right angle; and realigning 37th Street to intersect with Hiawatha at a right angle.
- Lining 38th Street with active uses and creating a sense of enclosure along the street.
- Improving the 38th Street right-of-way between Minnehaha and Hiawatha by incorporating pedestrian amenities and bicycle lanes as well as changes that improve traffic management and overall safety (e.g., medians, • turning or access restrictions, streetscape, widened sidewalks, etc.)
- Pedestrian and bicycle facilities (e.g., sidewalks, paths, lanes) that extend from 38th Street into the interior of blocks.
- Improving area street infrastructure in order to enhance circulation and provide better access for vehicles, bicyclists and pedestrians.
- Off-street parking that facilitates shared use and which incorporates Travel Demand Management (TDM) programs to reduce automobile use and encourage alternatives.



Hiawatha Central: existing conditions and illustrative future conditions.



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Source: Todd Elkins



A reorganization of parcels, streets and access points, such as what is illustrated here, can help manage traffic and reduce potential conflicts. This does not represent a preferred development scenario, but one that represents attempts to orient mixed-use buildings along 38th Street, maintain sight lines and open space along the existing railroad right-of-way, and improve area circulation.

## Hiawatha North

Map 20: Hiawatha North



The plan envisions master planned industrial redevelopment north of 35th Street, which is consistent with the City's Industrial Land use and Employment Policy Plan. This portion of the station area includes the lowest density of existing non-residential uses, and it is adjacent to areas in the Hiawatha/Lake Station Area Master Plan that are designated as industrial. Given these factors and good transportation access, the plan designates this area for future industrial and employment uses. Plan implementation must also rectify residential/industrial land use conflicts on Snelling Avenue. The plan also supports a scenario involving reuse of the Dana Mill for office or residential uses, which could help accomplish this purpose.

Over time, small-scale industrial uses have encroached into single-family housing that fronts Snelling Avenue. The plan discourages continuing to use these or converting existing residential or small-scale commercial structures into more industrial-type uses along Snelling. Any new industrial uses or expansion of industry should not exacerbate this problem. The plan identifies a preferred consistent building form scenario of high density townhomes/stacked flats along the west side of Snelling between 33rd and 37th Streets.

The plan identifies a second phase of high density mixed-use that would occur following the establishment of such uses to the south in Hiawatha Central. Given the economics of redevelopment south of 35th Street, as well as land ownership patterns, the City will support high density mixed-use in this area should these industrial operations cease. Primary features of this area should reflect those identified for Hiawatha Central.



Despite their location in an industrial district, the plan supports re-use of the Nokomis and Dana Mills for office or residential.

## Hiawatha South

Current uses in this district include a grain elevator and a mix of low-density industrial, automobile-oriented commercial and low-density residential. The buildings fronting Hiawatha just south of 40th Street may have continuing value for light industry or conversion to office or residential. The plan supports these alternatives. Industries that preclude the eventual abandonment of the freight rail right-of-way, including the storage and shipment of bulk commodities, are not supported.

The plan envisions this southern portion of the plan area as primarily evolving toward a moderate density residential district south of the proposed extension of 39th Street. Unlike the Hiawatha Central district, change in land use in Hiawatha South is only supported west of Dight Avenue. Consequently, new development should use Dight as an alley for access. Site plans should be oriented toward side streets and/or the interior of sites. Although the plan envisions residential redevelopment at a more moderate scale, the City will support redevelopment scenarios at appropriate scales that further the plan's objective of vacation of the freight rail right-of-way.



Buildings on Hiawatha with adaptive re-use potential for office, housing or light industrial.



Hiawatha South district with 42nd St. in foreground.

Map 19: Hiawatha South

