

Supplemental Recommended Changes to the 38th Street Station Area Plan

September 10th, 2006

1. Title page: Change date to September 2006.
2. Correct phone number on title page and acknowledgements page.
3. Correcting the following errata:
 - a. Page 6, Paragraph 1: Change “real” to “rail”
 - b. Page 14, Roadways and Access section, Paragraph 1: Change “35th to 38th Streets” to “35th and 38th Streets”
 - c. Page 17, Policy 1.4, right hand column: Change “grants” to “loans and grants”
 - d. Page 37, Map 10, Change label from “22nd AVE S” to “23rd AVE S”
 - e. Page 43, Paragraph 1: Change “northwest corner” to “northeast corner”.

4. Making the following changes to the plan:

- a. Eliminate from all Hiawatha district maps references to suggested building heights as they are better addressed contextually within the text.
- b. Change Policy 2.2 on page 19 as follows:

From: *“Allowing other uses into areas designated in the plan as single- and two-family residential, particularly near 38th Street, shall be discouraged except in cases where improvements to sites can be made.”*

To: *“Redevelopment of single-family areas adjacent to or near 38th Street shall be limited to areas where the plan envisions redevelopment facing 38th Street.”*

- c. Change the wording on page 42, paragraph 3, last sentence as follows:

From: *“Given the proximity to adjacent residential uses, the preferred long-term vision is conversion to residential.”*

To: *“Should redevelopment occur, residential or mixed-uses are preferred to only commercial uses.”*

- d. On page 49, make the following changes to the Hiawatha South section:

“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."

5. Add the following language at the end of page 54:

"Amendments to this plan were completed in 2006 as a result of the work of the 38th Street/Purina Mill Task Force with a prospective developer. A principal objective was to reconsider and explicitly articulate community goals and policies for a four-block area bounded by the following streets: E. 35th Street, E. 39th Street, Hiawatha Avenue and Dight Avenue. Changes as a result of this work are incorporated herein."

6. Page 55: Update members of Minneapolis City Council and City Planning Commission; add list of neighborhood organizations, and list of Purina Mill Task Force members, advisors, staff, and developer team.
7. Page 55: Change date to September 2006.