

Recommended Changes to the 38th Street Station Area Plan

July 8th, 2006

On November 14th, 2005, the City Planning Commission recommended that the City Council adopt the 38th Street Station Area Plan (dated September 2005) with certain changes. This followed a 45-day review period. The City Council subsequently delayed taking action, instead referring the plan back to the Zoning & Planning Committee. This delay was used to take advantage of the opportunity for the City and neighborhood to work closely with a prospective developer (Capital Growth) of the Purina Mill and its environs.

The following are proposed changes to the 38th Street Station Area Plan for consideration by the City Council as a result of the work of the Purina Mill Task Force. They incorporate and/or supercede those changes previously considered and recommended by the Planning Commission.

Policy 7.1, Page 23

~~“The height, bulk and mass of new structures may be similar to or taller than the milling facilities that they replace if their design reflects the industrial milling history of the area provided that the design of the development encourages interaction and connection with the surrounding neighborhood as well as adequately addressing issues related to vehicle, bicycle and pedestrian access and circulation.”~~

Policy section: 10. ~~Landscaping~~ Environment and Open Space

New Policy

10.3. Large scale redevelopment should reflect environmental sustainability principles.

Developments that use green building technology and standards and/or which meet LEED standards, are encouraged.

High Density Mixed-Use, Page 33

~~This designation identifies areas for large residential and office buildings. Building heights generally range from five to 10 stories. Such buildings may also be set back from and/or frame public or semi-public open spaces such as plazas and sidewalks.~~

This designation identifies areas for high density residential and office buildings including supportive retail and service uses. Building mass should be distributed to avoid the effect of creating a canyon, tunnel or similar impact that would expressly overwhelm the pedestrian realm and create significant shadows. For example, tall portions of buildings should be set back from a shorter base. Such a base should create a consistent street wall which frames the street and/or open spaces. Residential towers should more or less favor square massing (e.g., “point towers”) rather than long rectangular shapes. Such density and height must also be accompanied by promenades, plazas, and green space in amounts proportionate to the number of residents and visitors that it will serve.

Special considerations:

- Buildings or projects with both offices and housing are preferred to housing alone.
- ~~Any retail or small scale commercial services should have their main entrances on 38th Street.~~
- Retail and service commercial uses should be contiguous and reinforce activity in public spaces and along pedestrian routes including 38th Street.

- Sites that border 38th Street in particular should include pedestrian-scale design elements and amenities.
- ~~Rehabilitation and adaptive~~ Adaptive reuse of milling structures is encouraged where feasible and where it can be integrated within an overall site plan that mitigates the impact of large structures.

The following precedent images will be added to those currently on page 33.



Source: Sarah Nassif



Hiawatha Districts, Page 45

This plan realizes that significant development density ~~is needed~~ 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.

Hiawatha Central, Page 47

Note: The map will be changed to eliminate suggested building heights.

Primary features envisioned for the Hiawatha Central district include:

- ~~Maintaining north/south site lines from 38th Street into the interior of the blocks, such as what exists today with~~
- ~~the rail corridor~~
- ~~Providing open space in the interior of the blocks, including areas for storm water infiltration~~
- ~~Extending 39th Street to intersect with Hiawatha at a right angle~~
- ~~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~~
- ~~Providing vehicle access to parcels via Dight Avenue, Snelling Avenue, 37th Street or 39th Street~~
- ~~Restoring or adapting portions of milling buildings as part of redevelopment~~
- ~~Creating a rhythm and scale of buildings that are reminiscent of the milling uses~~
- ~~Changing the 38th Street right-of-way to incorporate pedestrian amenities and bicycle lanes.~~
- ~~Providing connecting pedestrian and bicycle facilities extending from 38th Street into the interior of the sites.~~

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 site lines, such as what exists today with the rail corridor, as well as site 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.

The following picture and associated caption on page 48 is eliminated...



The following images are added...



Page 48, new caption for illustrative site plan below:

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 site lines and open space along the existing railroad right-of-way, and improve area circulation.



Note: The Hiawatha North and Hiawatha South sections will be swapped to improve the flow.

Hiawatha North, Page 50

Note: The map will also be changed to identify the area bounded by 35th Street, 37th Street, Hiawatha Avenue and Dight Avenue as interim Industrial/future High Density Mixed Use.

The plan envisions the establishment of new industries and jobs through master planned redevelopment in this district. 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 least lowest density of current 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 also supports alternative land use and redevelopment scenarios. One such scenario is the adaptive reuse of milling structures for housing or other non-industrial uses, if the market supports such conversion. These include the Dana and Nokomis Mills. Another scenario involves the expansion of industrial uses to incorporate the west side of Snelling Avenue. This scenario shall not happen incrementally. It shall be predicated on a full block redevelopment where site plans provide landscaping and screening along the Snelling Avenue side and where access occurs on streets other than Snelling. This scenario shall be limited to the west side of Snelling between 34th and 36th 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.