

Community Planning and Economic Development -- Planning Division Report

Zoning Code Map Amendments Hiawatha LRT Neighborhood Station Area Rezoning Study *38th Street LRT Station Area*

Date: April 14, 2008

Initiator of Amendment: Councilmember Schiff

Date of Introduction at City Council: August 17, 2007

Ward: 9

Neighborhood Organization: Standish-Ericsson Neighborhood Organization

Planning Staff and Phone: Paul Mogush, Principal City Planner, 612-673-2074

Intent of the Ordinance:

The intent of the ordinance is to implement Transit Station Area policies of The Minneapolis Plan as articulated in the adopted 38th Street Station Area Plan.

Appropriate Section(s) of the Zoning Code:

Chapter 521: Zoning Districts and Maps Generally

Existing Zoning: Various primary district designations and the Pedestrian Oriented-PO Overlay District.

Proposed Zoning for Map Amendment: See attached map and parcel listing

Zoning Plate Numbers: 27 and 33

Study Background:

State statute requires municipalities to develop consistency between zoning and its comprehensive plan. The City has amended its comprehensive plan, the Minneapolis Plan, to designate the areas around each of the six neighborhood stations of the Hiawatha LRT line as Transit Station Areas. Further, extensive public involvement has resulted in detailed plans for neighborhood station areas. On April 2nd, 2004, the City Council adopted a formal resolution directing the Planning Division to undertake a rezoning study to implement these plans. Councilmember Schiff introduced the subject matter of an ordinance relating to rezoning in the vicinity of the 38th Street LRT station on August 17, 2007.

Zoning amendments in the Hiawatha Corridor outside of downtown are occurring in two phases. The first phase established a Pedestrian Oriented (PO) Overlay zoning district within neighborhood LRT station areas. This was adopted by the Council on January 6th, 2005. This created additional regulations and incentives for development in these areas (such as the prohibition of expanding or establishing new

automobile service uses). The second phase is resulting in recommendations for changes to "primary" zoning districts, with some modifications to overlay districts. 38th Street is the third station area to be reviewed for changes to primary district zoning. The extent of the area analyzed for potential zoning changes is the area for which the 38th Street Station Area Plan provides future land use guidance, as well as any land within one-half mile of the 38th Street LRT station that is also in the Pedestrian Oriented (PO) Overlay District.

CPED-Planning is bringing forward recommendations for zoning changes in the 38th Street LRT Station Area west of Hiawatha Avenue only. Recommendations for changes east of Hiawatha Avenue are expected in 2009.

38th Street Station Area Planning and Public Process:

Parcels were evaluated against various city documents to determine whether or not current zoning is appropriate. Primary considerations were The Minneapolis Plan and the 38th Street Station Area Plan.

The Minneapolis Plan

The Minneapolis Plan, the City's Comprehensive Plan, provides overarching land use policy guidance for the area. The 38th Street LRT station is designated as a Transit Station Area (TSA) in the Minneapolis Plan. Other land use features in and near the study area are:

- 38th Street: Community Corridor
- Minnehaha Avenue: Community Corridor
- East 38th Street and 23rd Avenue South: Neighborhood Commercial Node
- East 38th Street and Minnehaha Avenue: Neighborhood Commercial Node

Detailed policies and implementation steps can be found in the required findings below.

38th Street Station Area Plan

The 38th Street Station Area Plan was part of a series of long-range plans completed for transit-oriented development (TOD) around Hiawatha LRT stations. Adopted by the City Council on October 20, 2006, the Plan was developed with public participation and guidance from both community and technical advisory committees. The area of study included the neighborhoods of Standish and Howe. It focused on land uses, urban design, public infrastructure, and amenities located within a 1/2-mile of the station. It serves as an amendment to and articulation of the City's Comprehensive Plan.

Recommendations regarding rezoning are the product of staff work applying the recommendations of the above documents. The recommended changes have been available for public review at the Minneapolis Development Review counter and on the City's web site since February 23, 2008. A public open house on the draft changes was held at the Lake Hiawatha Recreation Center on March 18, 2008.

Analysis of 38th Street Station Area Zoning:

23rd Avenue Node

Current uses include: Several small-scale commercial buildings, automobile service and convenience uses, and single-family homes

Current zoning: Primarily C1, with OR2 and R4

Proposed zoning: No changes proposed

The 38th Street Station Area Plan supports the continuation of the existing small-scale commercial feel of the 23rd Avenue Node, and identifies two sites for potential redevelopment. One is the large surface parking lot on the northeast corner of East 38th Street and 23rd Avenue South, where the City Council recently approved a rezoning to OR2 to allow a new senior housing development. The other identified redevelopment site is at the northeast corner of 38th Street and 24th Avenue South. The existing C1 zoning on this site would allow for the type of small-scale neighborhood mixed-use development envisioned in the plan. The remainder of the 23rd Avenue Node is identified for preservation of existing commercial buildings or adaptive reuse of single-family structures for commercial use. The existing C1 zoning allows for these uses. Therefore, no zoning changes are proposed for the 23rd Avenue Node.

38th Street Residential District

Current uses include: Single- and two-family homes, Hennepin-Overland Museum, auto repair, Greater Friendship Missionary Baptist Church, City Coin Laundry, Regal Pet Grooming

Current zoning: R1A, R2B, C1

Proposed zoning: R1A, R4, C1

The 38th Street Station Area Plan envisions the area between the 23rd Avenue Node and the LRT station as primarily a moderate-density residential district with townhomes/stacked flats. The proposed rezoning of several parcels to R4 allows for the redevelopment of identified opportunity sites into medium density housing and ensures that commercial activity will be focused to the east and west, as outlined in the Plan.

Station District

Current uses include: Single-family homes, LRT station, several commercial and mixed-use buildings, and auto repair

Current zoning: R1A, C1, C2

Proposed zoning: R5, C1, C2

The 38th Street Station Area Plan envisions redevelopment of several sites near the LRT station east of 28th Avenue into commercial/residential mixed-use buildings of approximately four stories. This type of redevelopment could happen under a number of zoning districts, including C1, C2, C3A, and OR2. Of these, the regulations of the C1 district best match the combination of residential density, retail mix, and building bulk envisioned in the Plan. Development of four-story buildings, as the Plan shows, would require a conditional use permit to increase the maximum height of a building.

The Plan envisions four-story townhomes/stacked flats on parcels between 29th Avenue South and the LRT station. Given its direct proximity to the station, a high density residential district would be appropriate at this location. Either the R5 or R6 zoning district would allow for high

density housing. The R5 district, with its maximum as-of-right height of four stories, is better aligned with the station area plan than the R6 district.

The station and accompanying bus transfer facility are proposed for C1 zoning to allow for mixed-use development in the event that joint development on the station site becomes a possibility in the long-term future.

Extension of the Pedestrian Oriented (PO) Overlay District

In 2005 the City Council applied the Pedestrian Oriented (PO) Overlay District in areas near most of the neighborhood LRT stations in the Hiawatha Corridor, including along 38th Street west of Hiawatha Avenue. As part of this rezoning study, the Planning Division is proposing to extend the PO overlay to areas proposed for a primary zoning change and that are not currently in the PO district. This will allow for new development on these parcels to take advantage of the increased density bonuses and reduced off-street parking requirements in the PO district, as well as prevent uses that detract from the envisioned transit- and pedestrian-oriented nature of the area from establishing on parcels proposed for commercial zoning.

Rezoning from Residential to Commercial

The Planning Division proposes rezoning seventeen parcels from a residential zone to a commercial zone. State statute requires that written consent be obtained from the owners of two-thirds of the properties within 100 feet of the any property being changed from residential to either commercial or industrial zoning unless the amendment is based on a 40-acre survey/planning study AND the Planning Commission determines that the number of properties affected by the proposed amendment(s) renders obtaining of such written consent impractical. The City Planning Commission, therefore, must make a formal finding of impracticality. If the finding is made by the City Planning Commission that obtaining consent signatures is impractical, the City Council voting requirement to approve the rezoning is two-thirds (with consent signatures obtained, the voting requirement is a majority).

Following is a list of properties proposed for rezoning from R1A to C1:

Property ID #	Address
0102824440055	3748 29TH AVE S
0102824440056	3752 29TH AVE S
0102824440060	3749 28TH AVE S
0102824440072	3725 29TH AVE S
0102824440073	2922 38TH ST E
0102824440075	3757 29TH AVE S
0102824440076	3753 29TH AVE S
0102824440077	3749 29TH AVE S
0102824440084	3752 HIAWATHA AVE
1202824110033	3805 29TH AVE S
1202824110034	3809 29TH AVE S
1202824110074	3800 29TH AVE S
1202824110075	3804 29TH AVE S

1202824110076 3808 29TH AVE S
1202824110116 3808 30TH AVE S
1202824110183 3801 30TH AVE S
1202824110184 3809 30TH AVE S

Obtaining consent from the owners of properties within 100 feet of the above properties would involve staff approaching the owners of 58 properties. Reaching these owners and obtaining signatures would require a substantial amount of staff time. In addition, there is a level of impracticality of contacting these property owners when the zoning changes are based on a planning process that has already involved a great amount of community participation, that represents a community vision and adopted city policy, and that has had numerous formal opportunities for public comment.

Findings as required by the Minneapolis Zoning Code:

1. Whether the amendment is consistent with the applicable policies of the comprehensive plan.

The purpose of the proposed changes to primary and overlay district zoning in the 38th Street Transit Station Area is to implement the adopted plan for the area and achieve consistency with the City’s comprehensive plan. They address the following Minneapolis Plan policies and implementation steps relevant to zoning:

Minneapolis Plan Policies and Implementation Steps

4.2 Minneapolis will coordinate land use and transportation planning on designated Community Corridors streets through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.

Implementation Steps

Strengthen the residential character of Community Corridors by developing appropriate housing types that represent variety and a range of affordability levels.

Promote more intensive residential development along these corridors where appropriate.

Discourage the conversion of existing residential uses to commercial uses, but encourage the development of mixed-use residential dwelling units in commercial buildings where appropriate.

Support the continued presence of small-scale retail sales and commercial services along Community Corridors.

Ensure that commercial uses do not negatively impact nearby residential areas.

4.5 Minneapolis will identify Neighborhood Commercial Nodes that provide a shopping environment of small-scale retail sales and commercial services and are compatible with adjacent residential areas.

Implementation Steps

Support the continued presence of small-scale retail sales and commercial services in Neighborhood Commercial Nodes.

Direct other uses that act as neighborhood focal points (institutional, cultural or social) to locate at Neighborhood Commercial Nodes.

Restrict auto-oriented, industrial or manufacturing activities that generate significant vehicular traffic, noise or air-borne impacts on residential neighbors.

Promote medium density residential development around Neighborhood Commercial Nodes (see also Community Corridors policy in this chapter).

Limit the territorial expansion of Neighborhood Commercial Nodes, but encourage rehabilitation and reinvestment in existing buildings.

Ensure that commercial uses do not negatively impact nearby residential areas.

Facilitate the redevelopment of underutilized commercial areas and promote their reuse as infill development, such as office or housing, while maintaining neighborhood compatibility.

Promote traditional urban form in terms of building siting and massing when undertaking new development in Neighborhood Commercial Nodes. (See discussion of traditional urban form in Chapter 9.)

Preserve traditional commercial storefronts at Neighborhood Commercial Nodes wherever possible.

4.18 / 9.36 Minneapolis will encourage both a density and mix of land uses in TSAs that both support ridership for transit as well as benefit from its users.

Implementation Steps

Concentrate highest densities and mixed-use development nearest the transit station and/or along Commercial Corridors, Community Corridors and/or streets served by local bus transit.

Ensure that new development density is well integrated with existing neighborhood character through transitions in scale and attention to design.

Support the development of new housing types in the TSA, including townhomes, mansion apartments, garden apartments, granny flats/carriage houses, and multi-family residential buildings.

Support and encourage small-scale, pedestrian-oriented services and retail uses to locate near stations and within mixed-use buildings to serve transit riders and the immediate neighborhood (e.g., day care centers, cafés, dry cleaners, convenience grocery, etc.).

Recruit land uses that value convenient access to downtown Minneapolis or other institutional or employment centers that are well served by transit.

Discourage automobile services and drive-through facilities from locating or expanding in these designated areas.

4.19 / 9.37 Minneapolis will require design standards for TSAs that are oriented to the pedestrian and bicyclist and that enforce traditional urban form.

Implementation Steps

Ensure that TSA building and site design is oriented to the pedestrian (e.g., reinforcing street walls, anchoring street corners, creating semi-public outdoor spaces, creating visual interest, providing adequate fenestration, and ensuring that principal building entrances open onto public sidewalks).

Preserve traditional urban form where it currently exists within TSAs, and encourage new development to relate to this context. (See description of traditional urban form in *Chapter 9, City Form*)

Ensure that new development and renovation of existing structures adhere to the principles of Crime Prevention Through Environmental Design (CPTED) (See description of building form and context in *Chapter 9, City Form*.)

Ensure that TSA development is well integrated into the surrounding neighborhoods through attention to building design, landscaping, and transitions in density and land use.

8.6 Minneapolis will follow a policy of “Transit First” in order to build a more balanced transportation system than the current one.

Implementation Steps

Focus transit services and development growth along transit corridors.

2. Whether the amendment is in the public interest and is not solely for the interest of a single property owner.

The proposed map amendments reflect considerable long-range planning efforts related to light rail transit over the last several years, which have included significant public involvement. They address Minneapolis Plan policies and implementation steps, including those articulated in adopted plans. The proposed new districts would apply to 33 parcels of land.

- 3. Whether the existing uses of property and the zoning classification of property within the general area of the property in question are compatible with the proposed zoning classification, where the amendment is to change the zoning classification of particular property.**

The proposed changes to primary and overlay zoning designations are guided primarily by the adopted station area plan as well as Transit Station Area, Community Corridor, and Neighborhood Commercial Node policies of The Minneapolis Plan. These plans and policies consider the growth and evolution of the entire area, including integration with and transition between surrounding land uses.

- 4. Whether there are reasonable uses of the property in question permitted under the existing zoning classification, where the amendment is to change the zoning classification of particular property.**

The proposed zoning identifies reasonable changes to fulfill long-term land use objectives of adopted city plans. In some cases, uses become legally non-conforming so that future uses are consistent with the plans. In most cases, zoning changes increase development potential to realize the density and/or use objectives of the plans.

- 5. Whether there has been a change in the character or trend of development in the general area of the property in question, which has taken place since such property was placed in its present zoning classification, where the amendment is to change the zoning classification of particular property.**

The advent of light rail transit changes the policy context as well as market potential of property in around LRT station areas. The proposed changes address policy and plan objectives as expressed in The Minneapolis Plan, and the 38th Street Station Area Plan.

RECOMMENDATION OF THE DEPARTMENT OF COMMUNITY PLANNING AND ECONOMIC DEVELOPMENT, PLANNING DIVISION:

The Planning Division of the Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council find that obtaining consent signatures for the rezoning of properties from residential to commercial in the 38th Street Transit Station Area would be impractical and further recommends that the City Planning Commission and City Council adopt the above findings and **approve** the zoning map amendment for the rezoning of parcels in the attached exhibits.

Attachments:

- List of parcels proposed for rezoning
- Proposed Zoning Map
 - Primary Zoning Districts
 - Overlay Zoning Districts
- 38th Street Station Area Plan excerpt
- Public comments received
- Proposed ordinance language

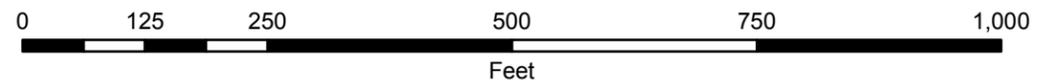
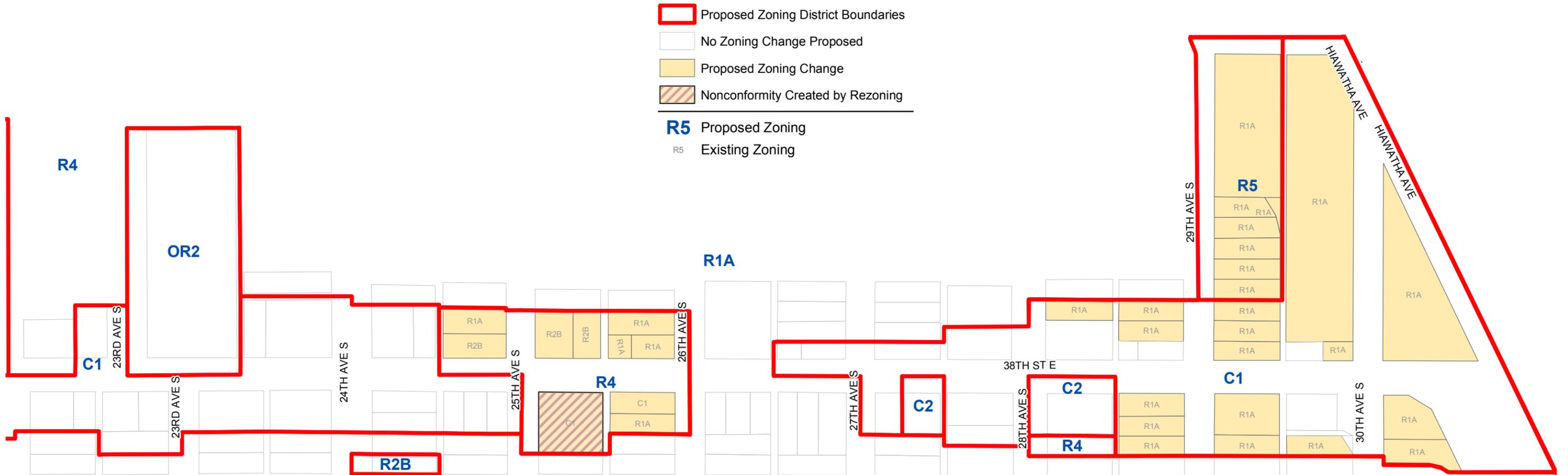
38th Street Station Area Rezoning Study
Parcels Proposed for Rezoning

PID	Address	Existing Primary Zoning	Existing Overlay Zoning	New Primary Zoning	New Overlay Zoning
1202824120238	2503 38TH ST E	C1	PO	R4	PO
0102824430226	2510 38TH ST E	R2B	PO	R4	PO
0102824430162	2512 38TH ST E	R1A	PO	R4	PO
1202824120060	2525 38TH ST E	C1	PO	R4	PO
0102824440073	2922 38TH ST E	R1A	PO	C1	PO
0102824440083	3729 29TH AVE S	R1A	PO	R5	PO
0102824440082	3731 29TH AVE S	R1A	PO	R5	PO
0102824440081	3733 29TH AVE S	R1A	PO	R5	PO
0102824440080	3737 29TH AVE S	R1A	PO	R5	PO
0102824430140	3740 25TH AVE S	R1A	PO	R4	PO
0102824430160	3740 26TH AVE S	R1A		R4	PO
0102824440079	3741 29TH AVE S	R1A	PO	R5	PO
0102824430161	3744 26TH AVE S	R1A	PO	R4	PO
0102824430227	3745 25TH AVE S	R2B	PO	R4	PO
0102824440078	3745 29TH AVE S	R1A	PO	R5	PO
0102824430141	3746 25TH AVE S	R2B	PO	R4	PO
0102824440055	3748 29TH AVE S	R1A		C1	PO
0102824440060	3749 28TH AVE S	R1A		C1	PO
0102824440077	3749 29TH AVE S	R1A	PO	C1	PO
0102824440056	3752 29TH AVE S	R1A		C1	PO
0102824440084	3752 HIAWATHA AVE	R1A	PO	C1	PO
0102824440076	3753 29TH AVE S	R1A	PO	C1	PO
0102824440075	3757 29TH AVE S	R1A	PO	C1	PO
1202824110074	3800 29TH AVE S	R1A	PO	C1	PO
1202824110183	3801 30TH AVE S	R1A	PO	C1	PO
1202824120061	3804 26TH AVE S	R1A		R4	PO
1202824110075	3804 29TH AVE S	R1A		C1	PO
1202824110033	3805 29TH AVE S	R1A	PO	C1	PO
1202824110076	3808 29TH AVE S	R1A		C1	PO
1202824110255	3808 30TH AVE S	R1A		C1	PO
1202824110034	3809 29TH AVE S	R1A		C1	PO
1202824110184	3809 30TH AVE S	R1A		C1	PO

Description	Existing Primary Zoning	Existing Overlay Zoning	New Primary Zoning	New Overlay Zoning
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, Block 17, Palmer's Addition to Minneapolis	R1A	PO	C1	PO
Lots 23, 24, 25, 26, 27, 28, 29, 30, Block 17, Palmer's Addition to Minneapolis	R1A	PO	R5	PO

Proposed Primary Zoning

West of Hiawatha Avenue



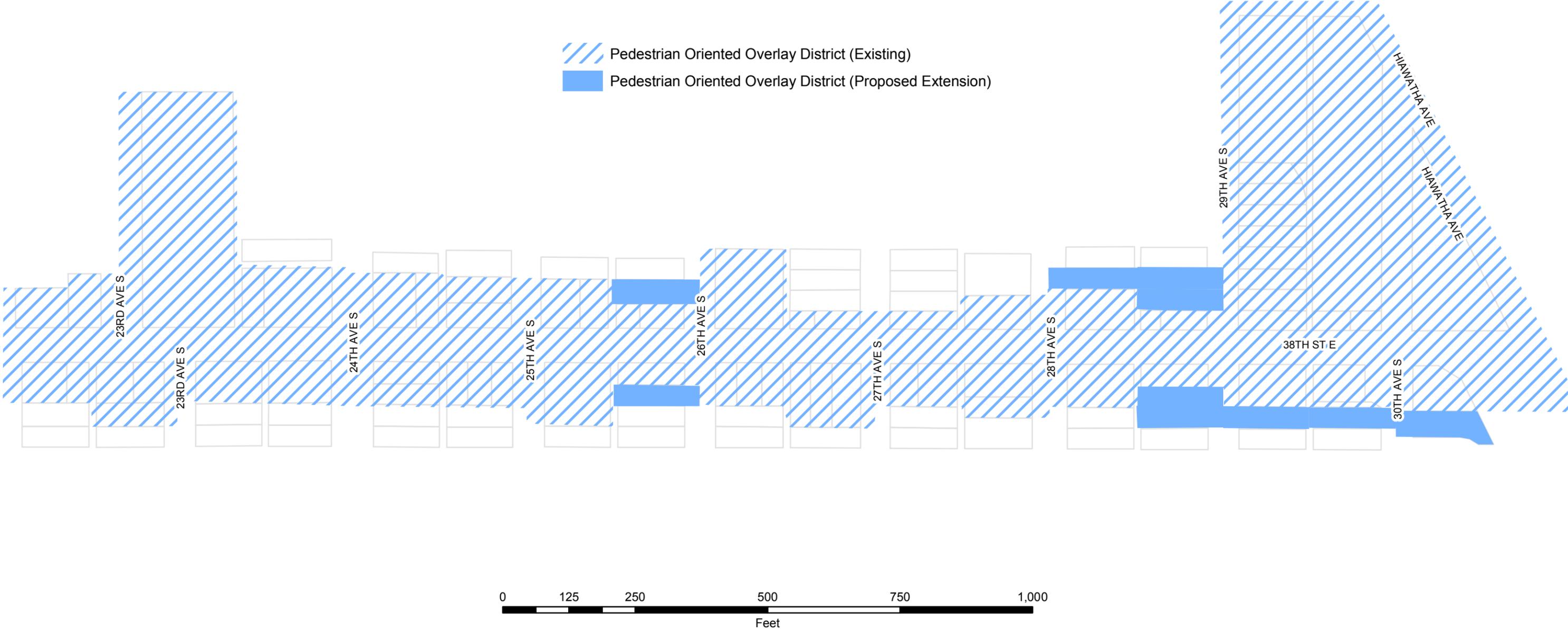
38th Street Station Area Rezoning Study

April 14, 2008



Proposed Overlay Districts

West of Hiawatha Avenue



38th Street Station Area Rezoning Study

April 14, 2008





38th Street Station Area Plan

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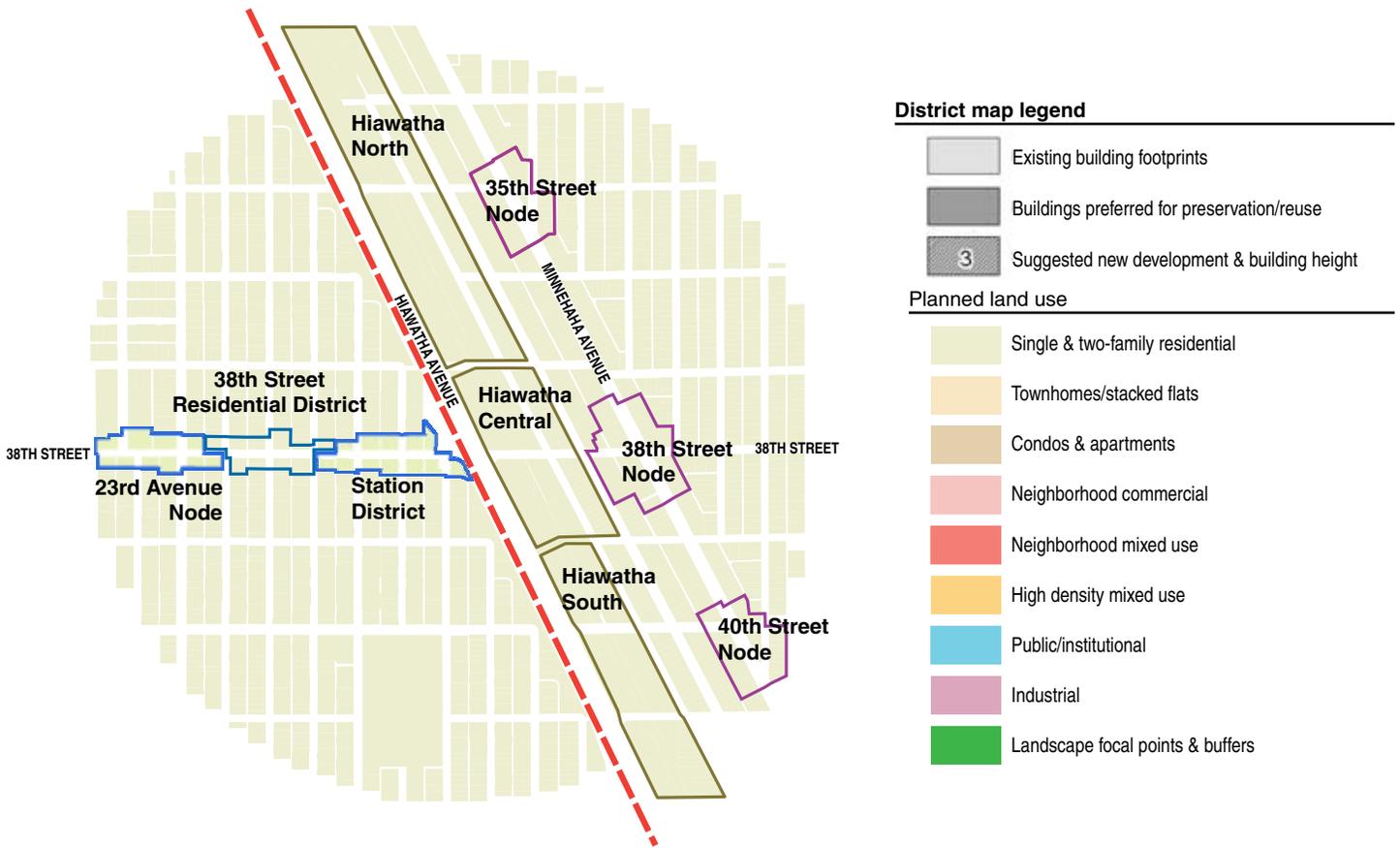
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Adopted by the City Council on October 20th, 2006.

Department of Community Planning & Economic Development
Planning Division
350 South 5th Street –Room 210
Minneapolis, MN 55415-1385

Phone: 612-673-2597



District Descriptions

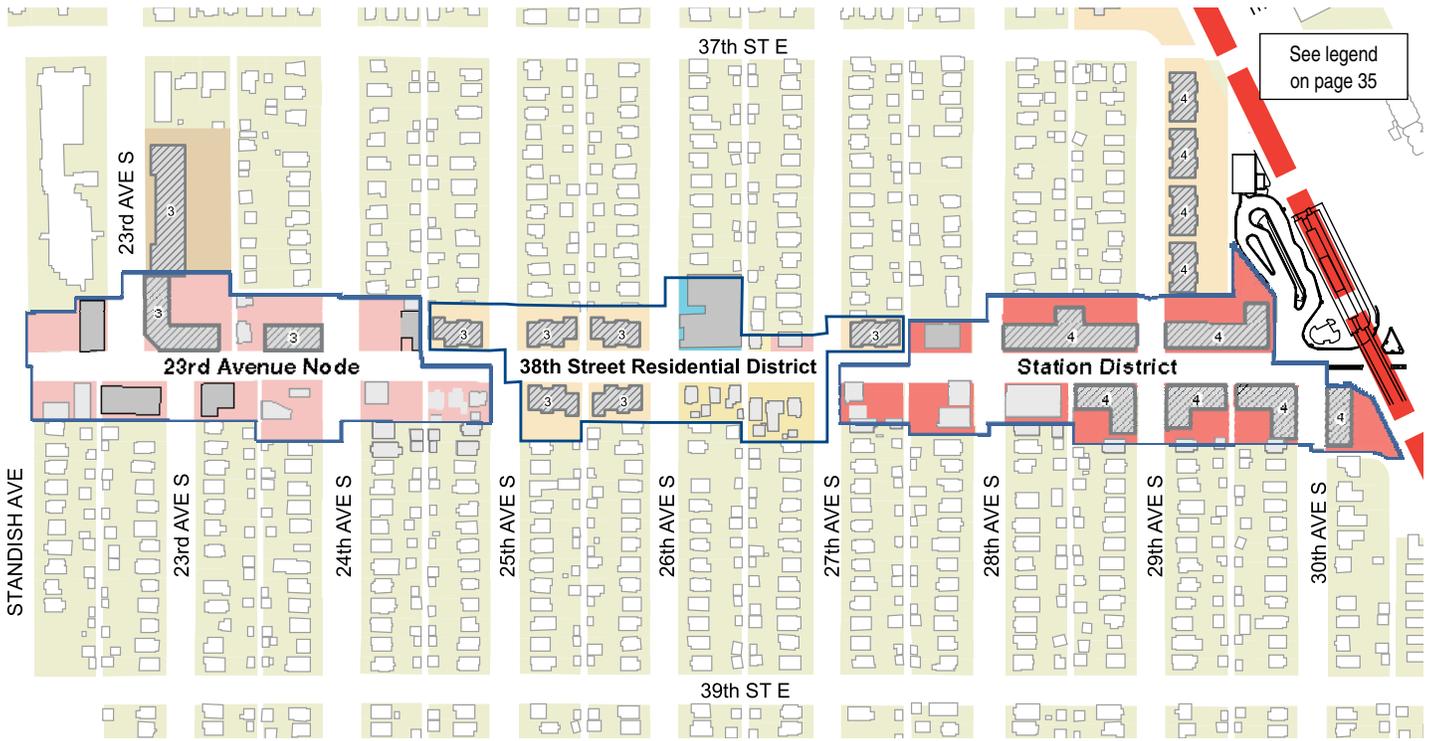
The plan envisions and supports districts or sub-districts that have particular land uses, character or features. In some cases, this district character is already present, such as the commercial node at 38th Street and 23rd Avenue. In these locations, the plan guides change that is fitting with this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

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.



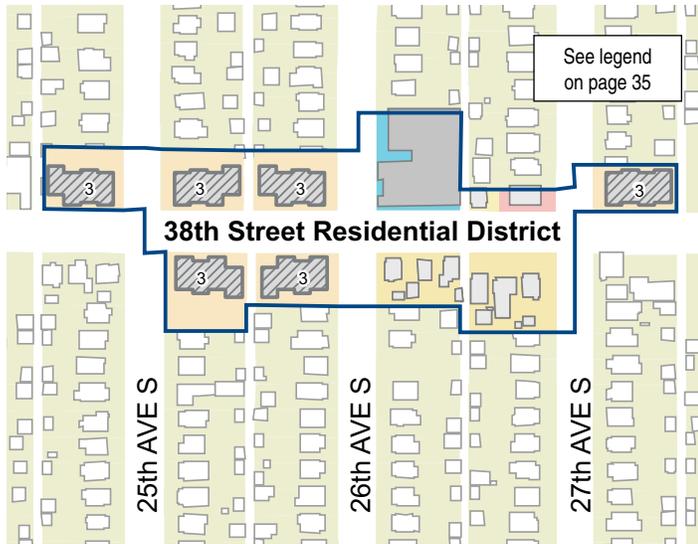
Sweet Lorraine’s



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 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.



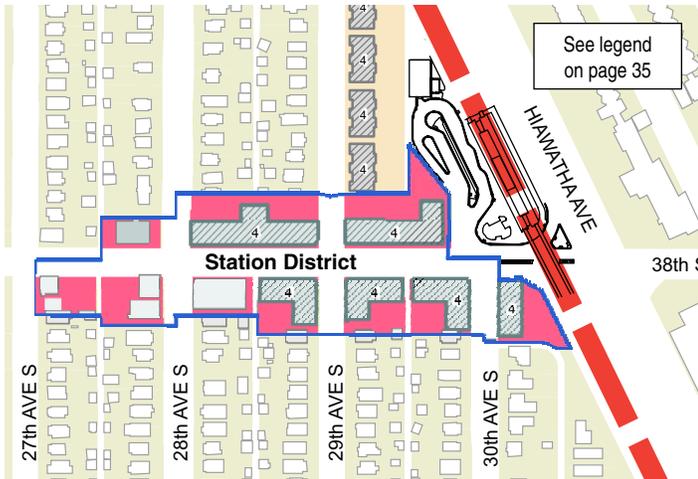
Possible redevelopment sites.

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.

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.

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

Please take time to give us your opinions on what you saw at the Open House tonight. Please be specific and thorough in order to assist the City Planning Commission with their work.
Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

Name: Betty EDLUND

Address: 3737-29 AVE. So City: MPLS Zip: 55406

E-mail address: _____

Address of property referred to in comment (if any): _____

the 4 story 64 unit apartment building at 3710-29th Ave. is way too large and high for the neighborhood- the traffic down the alley and street will be too dense. We fought for only 3 story buildings in our neighborhood, as on 38 St + 28th Ave.

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

Please take time to give us your opinions on what you saw at the Open House tonight. Please be specific and thorough in order to assist the City Planning Commission with their work.
Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

Name: C Goins

Address: 3741 25th Ave So. City: Mpls. Zip: 55406

E-mail address: christine@dreamhorserecords.com

Address of property referred to in comment (if any): _____

We are concerned about height of new proposed buildings. This could block our views of existing streets especially 38th St. This is a safety and security concern. How can we find out about these proposed bldgs.?

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

Please take time to give us your opinions on what you saw at the Open House tonight. Please be specific and thorough in order to assist the City Planning Commission with their work.

Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

Name: Suzanne Burke

Address: 2803 E. 38th St. # 201 City: Mpls. Zip: 55406

E-mail address: revsuz7@gmail.com

Address of property referred to in comment (if any): _____

These recommendations sound great! I live in Hiawatha Square and bought there because of its proximity to the LRT - which I ride every day to my job in downtown Mpls. Anything that lays a foundation for more walking/biking/transit and less driving is a positive move in my opinion.

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

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Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

Name: Nathan Lind

Address: 3939 Standish Ave City: Mpls Zip: 55407

E-mail address: nathanlind@gmail.com

Address of property referred to in comment (if any): _____

This is so exciting! Thank you for making bold moves to set our neighborhood on track for high-quality and thoughtful future development!

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

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Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

Name: _____

Address: _____ City: _____ Zip: _____

E-mail address: _____

Address of property referred to in comment (if any): Light rail has been very successful-

I ride it every day to work. Problem- it's already overcrowded at rush hours.
Is there a plan/money to increase the capacity to serve all of the extra
planned housing around 38th St. Station. Not helpful if you can't get on a train.

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

Please take time to give us your opinions on what you saw at the Open House tonight. Please be specific and thorough in order to assist the City Planning Commission with their work.

Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

Name: Tracey & Lettie Pennie

Address: 3809 30th Ave So City: Mpls Zip: MN

E-mail address: _____

Address of property referred to in comment (if any): _____

It's unfair to put a Bike path on 30th Ave So
we already have a lot of traffic cars,
people coming and going from the light rail station,
giving us more people panicking and going thru
not a neighborhood. That more like a park we
are a neighborhood

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

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Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

Name: Maggie Turner 612-276-0100

Address: 2803-E 38th St City: _____ Zip: 55406

E-mail address: maggie@tilliesbean.com

Address of property referred to in comment (if any): _____

Could you supply ~~to~~ a new ^{38th} Station plan
to the coffee shop "Tillies Bean"

38th STREET STATION AREA REZONING OPEN HOUSE---COMMENT CARD

Please take time to give us your opinions on what you saw at the Open House tonight. Please be specific and thorough in order to assist the City Planning Commission with their work.
Place in comment box before you leave or mail by April 9th.

Mailing address: Paul Mogush, CPED-Planning, 350 South 5th St, Room 210, Minneapolis, MN 55415

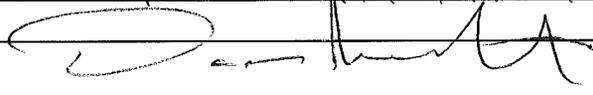
Name: DAVE BREAVLT

Address: 3812 30th AVE SO City: MPLS Zip: 55406

E-mail address: _____

Address of property referred to in comment (if any): _____

WE TALKED AT THE OPEN HOUSE, YOU SAID NO HOUSES WOULD BE TAKEN. I HOPE YOU'RE TELLING THE TRUTH. I KNOW YOU DONT HAVE A CRISTAL BALL ABOUT 20 YEARS FROM NOW. BUT YOU OWE THE PEOPLE THE TRUTH. ONE LAST THOUGHT, UNLIKE THE AIRPORT THAT WAS HERE FIRST, THEN THE HOUSES, IN THIS CASE THE PEOPLE AND HOUSES WERE HERE FIRST, THEN THE LIGHT RAIL MOVED IN.





HENNEPIN-OVERLAND RAILWAY HISTORICAL SOCIETY, INC.

BUSINESS 220 SOUTH 6TH ST , STE 1800
OFFICE: MINNEAPOLIS, MN 55402
(612) 339-2500
WWW.HENNEPINOVERLAND.ORG

DISPLAY 2501 EAST 38TH STREET
LOCATION: MINNEAPOLIS, MN 55406
(612) 276-9034

March 28, 2008

Paul Mogush
Principal City Planner
paul.mogush@ci.minneapolis.mn.us

Dear Mr. Mogush:

This is in response to your letter to Jim Rasmussen, President, Hennepin-Overland Railway Historical Society regarding recommendations for changing the existing zoning of 2503 East 38th Street from C1 to R4. I am responding to you on behalf of the Hennepin-Overland, of which I am Vice President for Development.

First, I refer you to the website, www.hennepinoverland.org for a description of the history and the operation of this museum. It is a 501(c)(3) exempt organization.

When the museum purchased the property in question, the buildings at 2501 and 2503 East 38th Street were occupied by a label manufacturer whose business office was at 2501 and whose factory was at 2503. The two buildings are interconnected and are both zoned C1, which made financing the transaction relatively simple since the museum clearly fit into C1.

The museum had no need for 2501 and initially rented it out to a small neighborhood religious organization. When that organization left after a relatively short occupancy, it was rented out to the ceramics store, which is still in 2501.

The ceramics store had a co-tenant a few years ago who was in the antiques business. That is now gone and the ceramics store is in the process of renting that space to a chiropractor.

Aside from the fact that the footprint for the space occupied by 2501 and 2503 is too small for medium density multiple family housing, the affect of the zoning change at this time (we are advised) will almost make it impossible for us to refinance our mortgage, which needs to be refinanced before the end of next year. As a practical matter, we cannot look for other space for

Page Two
March 28, 2008

the museum's operations. As you will see from the website, we have been rebuilding the museum's display since we moved into the building in 1997.

If you have seen the display, you will understand why it simply cannot easily be picked up and shifted to another location. If you have not seen the museum display, we expect it to be comparable, when completed, to the operating HO scale railway at the Museum of Science and Industry in Chicago which was built entirely professionally at a cost of \$4,900,000. While our museum's cost is much lower, it has been entirely built by the members, all of whom maintain the operating facilities and the building itself, without compensation.

We urge you to remove this property from the proposed zoning change and leave it at C1, which should not seriously diminish development of medium density multiple family housing in the affected area.

We have had visitors who have read about us and came to see the display from places as far away as Bolivia and France. However, we have not had the pleasure of having the Principal City Planner or any member of the City Council visit us, to our knowledge.

We are closed for the season at the end of April, and do not reopen until September. We hope you will see it (in operation) before the end of April, and if visiting during normal operating times will not work for you or the Council members, we would be pleased to provide a tour of the facility at some other convenient time or times. To do so, simply contact me at my office, which is (612) 339-2500, or by e-mail to sefron@hensonefron.com.

Very truly yours,



Stanley Efron

SE/rls/337272.DOC

cc: gary.schiff@ci.minneapolis.mn.us

**ORDINANCE 2008-Or-
By Schiff
1st and 2nd Readings: 5/16/08**

**Amending Title 20, Chapter 521 of the Minneapolis Code of
Ordinances relating to Zoning Code: Zoning Districts and Maps Generally.**

The City Council of The City of Minneapolis do ordain as follows:

Section 1. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning districts for the parcels of land listed below and identified on Zoning District Plates 27 and 33 (38th Street Light Rail Transit station area), pursuant to MS 462.357:

PID	Address	Existing Primary Zoning	Existing Overlay Zoning	New Primary Zoning	New Overlay Zoning
1202824120238	2503 38TH ST E	C1	PO	R4	PO
0102824430226	2510 38TH ST E	R2B	PO	R4	PO
0102824430162	2512 38TH ST E	R1A	PO	R4	PO
1202824120060	2525 38TH ST E	C1	PO	R4	PO
0102824440073	2922 38TH ST E	R1A	PO	C1	PO
0102824440083	3729 29TH AVE S	R1A	PO	R5	PO
0102824440082	3731 29TH AVE S	R1A	PO	R5	PO
0102824440081	3733 29TH AVE S	R1A	PO	R5	PO
0102824440080	3737 29TH AVE S	R1A	PO	R5	PO
0102824430140	3740 25TH AVE S	R1A	PO	R4	PO
0102824430160	3740 26TH AVE S	R1A		R4	PO
0102824440079	3741 29TH AVE S	R1A	PO	R5	PO
0102824430161	3744 26TH AVE S	R1A	PO	R4	PO
0102824430227	3745 25TH AVE S	R2B	PO	R4	PO
0102824440078	3745 29TH AVE S	R1A	PO	R5	PO
0102824430141	3746 25TH AVE S	R2B	PO	R4	PO
0102824440055	3748 29TH AVE S	R1A		C1	PO
0102824440060	3749 28TH AVE S	R1A		C1	PO
0102824440077	3749 29TH AVE S	R1A	PO	C1	PO
0102824440056	3752 29TH AVE S	R1A		C1	PO
0102824440084	3752 HIAWATHA AVE	R1A	PO	C1	PO
0102824440076	3753 29TH AVE S	R1A	PO	C1	PO
0102824440075	3757 29TH AVE S	R1A	PO	C1	PO
1202824110074	3800 29TH AVE S	R1A	PO	C1	PO
1202824110183	3801 30TH AVE S	R1A	PO	C1	PO
1202824120061	3804 26TH AVE S	R1A		R4	PO
1202824110075	3804 29TH AVE S	R1A		C1	PO
1202824110033	3805 29TH AVE S	R1A	PO	C1	PO
1202824110076	3808 29TH AVE S	R1A		C1	PO

PID	Address	Existing Primary Zoning	Existing Overlay Zoning	New Primary Zoning	New Overlay Zoning
1202824110255	3808 30TH AVE S	R1A		C1	PO
1202824110034	3809 29TH AVE S	R1A		C1	PO
1202824110184	3809 30TH AVE S	R1A		C1	PO

Section 2. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning districts for the described parcels of land listed below and identified on Zoning District Plates 27 and 33 (38th Street Light Rail Transit station area), pursuant to MS 462.357:

Description	Existing Primary Zoning	Existing Overlay Zoning	New Primary Zoning	New Overlay Zoning
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, Block 17, Palmer's Addition to Minneapolis	R1A	PO	C1	PO
Lots 23, 24, 25, 26, 27, 28, 29, 30, Block 17, Palmer's Addition to Minneapolis	R1A	PO	R5	PO

Section 3. That Section 521.30 of the above-entitled ordinance be amended by changing the zoning district boundaries so that they follow the centerline of public rights-of-way in a manner identified on maps accompanying the 38th Street Station Area Rezoning Study, recommended for approval by the Planning Commission on April 14, 2008.