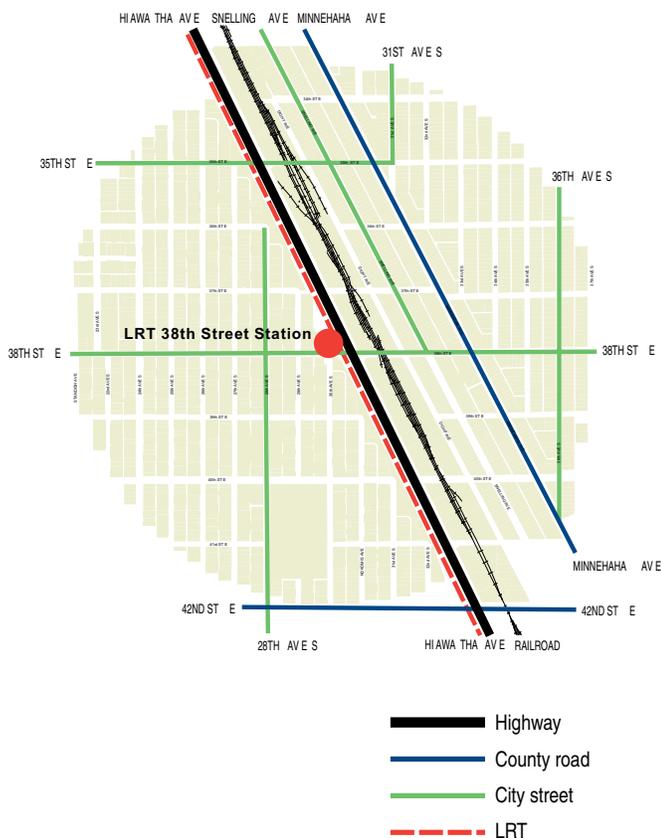




## Land Use and Urban Design

**Map 3: Corridors**



Land uses have evolved over many decades to accommodate changing economic and social factors. These include the advent of the streetcar, the region’s historic role in grain milling, demographics, changing patterns in regional shopping and employment, immigration, and declining household sizes. The arrival of light rail transit in the latest influence on land use & development patterns.

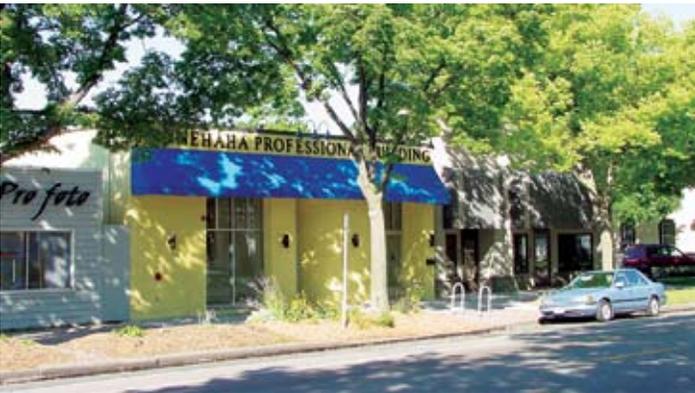
### Neighborhood Corridors

Corridors are the neighborhoods’ main streets. The City’s comprehensive plan, the Minneapolis Plan, includes policies related to preserving and revitalizing these important streets. Key strategies in the economic revitalization of these corridors include supporting increased residential density, concentrating commercial services, and creating signature identities through amenities such as streetscape and pedestrian lighting. This plan incorporates these principles.



Typical one to two-story commercial building on Minnehaha Ave. & 35th St.

Minnehaha Avenue and 38<sup>th</sup> Street are designated as *Community Corridors* in the Minneapolis Plan. Unlike *Commercial Corridors* such as Hennepin Avenue and Lake Street, community corridors have intermittent concentrations of small-scale commercial uses. Along 38<sup>th</sup> Street, such concentrations exist at 23<sup>rd</sup> Avenue, 28<sup>th</sup> Avenue and Minnehaha Avenue. Along Minnehaha Avenue, concentrations exist at 35<sup>th</sup> Street, 38<sup>th</sup> Street and 40<sup>th</sup> Street. Physical and economic conditions vary from location to location, and a sense of place exists more in some locations than it does in others.



Recently renovated commercial buildings on Minnehaha Ave. at 40th St.

The arrival of LRT raises concerns about the quality of the pedestrian realm on 38<sup>th</sup> Street. Although routes to the station vary, most journeys include 38<sup>th</sup> Street. The pedestrian quality varies considerably, and it worsens as one approaches the station. Interrelated issues include 1) parcel depth and orientation, 2) sidewalk width, 3) building setback and orientation, 4) land use and 5) ease of crossing Hiawatha.



Poor pedestrian condition on 38th St. west of Minnehaha Ave.

Another concern relates to automobile-repair uses on small lots next to houses at the southeast corner of Minnehaha and 36<sup>th</sup> Street and on the triangular parcel of land at Minnehaha and 35<sup>th</sup> Street. These automobile uses lack appropriate space and site plans, especially for their prominent locations in residential areas. These sites are unattractive, and the impact of their operations spills outside the bounds of their properties.



This prominent site on Minnehaha Ave. at 35th St. is occupied by an auto repair facility.

## Orientation of Streets and Parcels

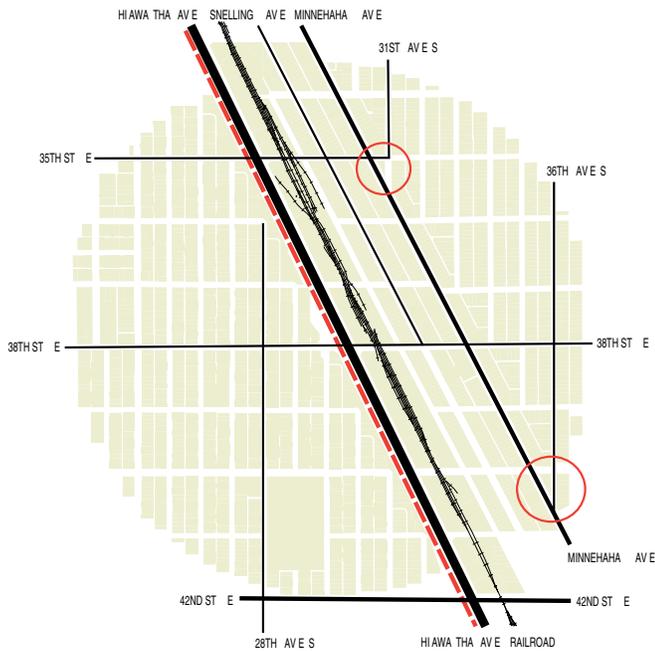
The orientation of streets, the freight rail line, and the platting of land in relation to this infrastructure, creates distinct districts and gateways throughout the area. Several streets interrupt the typical north-south/east-west grid of city streets. They include Hiawatha, Dight, Snelling, and Minnehaha avenues, which run parallel to each other at a 60-degree angle. In this area, lots are platted at right angles to these streets, which create triangular or trapezoidal ends of blocks. On the east side of Minnehaha, north-south streets sometimes intersect Minnehaha, which creates triangles of land bordered by three public streets.

Except at key nodes, variations in parcel depth and orientation prevent a coherent rhythm and pattern of uses that front 38<sup>th</sup> Street. Original platting is often oriented toward the north-south streets. This affects immediate development potential, since adjacent property must be acquired to create needed parcel depth.



Commercial use on shallow parcel along 38th Street

Map 4: Triangular parcels



Looking NNW with Adam's Triangle at 41st St. in foreground.



Example of variations in parcel depth and orientation.



## Milling / Industrial District

The dominant land use features in the area are the grain mills and storage elevators just east of Hiawatha, north and south of 38<sup>th</sup> Street. These include ADM, General Mills, Land O' Lakes Purina Mill, and Cenex/Harvest States. The nature of this industry resulted in long, narrow parcels next to freight rail tracks, with structures much taller than the surrounding residential areas.

The use of the corridor for processing and storage of commodities, however, has been declining, with the Cenex/Harvest States and Land O' Lakes Purina Mill no longer in operation. Other uses in the corridor include multi-tenant manufacturing and assembly, metal working, vehicle repair and wholesaling.

Dight Avenue is a unique city street that forms the eastern edge of the milling district. It serves as the primary truck access point, particularly for uses on the eastern side of the freight rail tracks, many of which are served by truck rather than rail. The street also serves as an alley for single-family

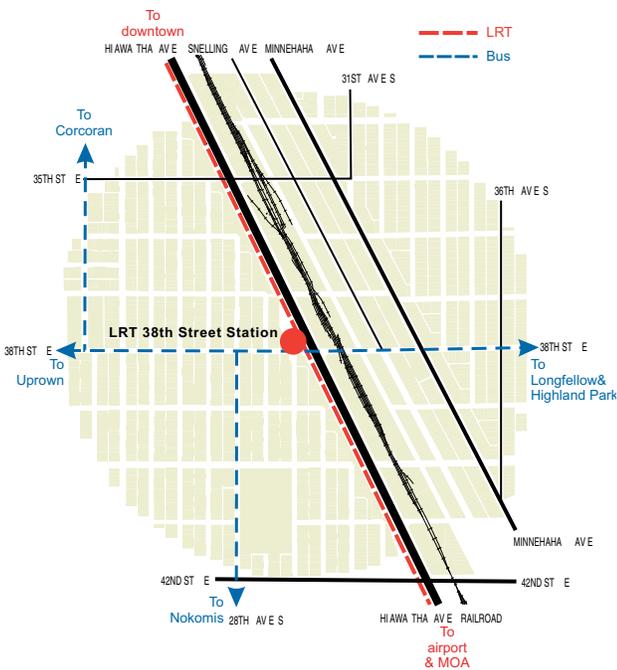
**Map 5: Existing industrial district**





Multi-tenant industrial building on Dight Ave. south of 38th Street.

Map 6: Transit service



Station platform.

homes that front Snelling Avenue on the east. Though perhaps Dight is a logical boundary between the industrial and residential district, industrial uses have sprung up over time among residential uses between Dight and Snelling. This conflict is reinforced by industrial zoning between 33<sup>rd</sup> and 36<sup>th</sup> streets. This makes housing a *non-conforming use*, which means that new housing could not be built in these locations.

## Transit Service

The 38th Street Light Rail Transit (LRT) Station is a major focal point for south Minneapolis transit customers. Planning for multi-modal transit service was a key element of Metro Transit's Sector 5 service study, which included the areas of south Minneapolis, Bloomington, Richfield, Edina and portions of Saint Paul west of downtown and south of I-94. The study evaluated the performance of existing bus service, analyzed current and future transit markets, and resulted in a plan that integrated bus service with LRT, improved productivity through more efficient use of resources, and provided faster, more frequent service to major destinations along popular corridors.

The 38th Street station has good public transit access from all directions. Bus routes 14, 19 and 23 serve the station. Destinations via bus from the station include points west and east along 38<sup>th</sup> Street (including direct access to Uptown as well as into the heart of Longfellow), 28<sup>th</sup> Avenue, and Ford Parkway in Saint Paul. The high frequency of service throughout the day means that timed transfers between bus and rail service will not be necessary, except later at night when 30-minute frequency occurs. The 38th Street Station has five bus bays and a bus operator restroom. Buses will park at these bays for passenger drop-off, passenger pick-up, and timed transfers.

While these enhancements have greatly improved the appeal of transit as an alternative to driving for many residents going to work, shop and play, they also have increased the opportunities for small businesses to prosper near the 38th Street/Hiawatha Avenue neighborhoods.

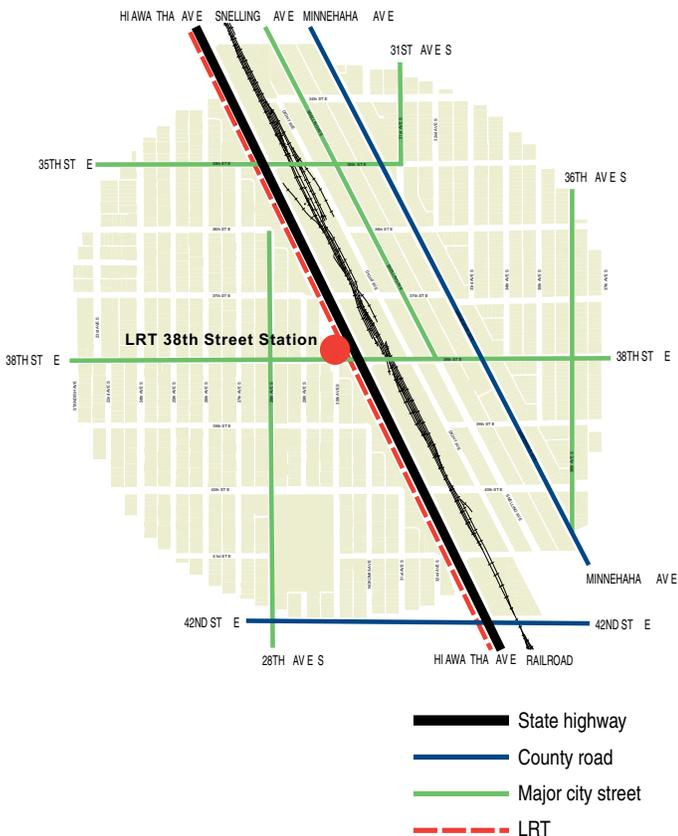
## Roadways and Access

The station area is served by roads that have different functions in the regional and local road system. They include a state principal arterial (Hiawatha Avenue), a county minor arterial (Minnehaha Avenue), a city minor arterial (e.g., 28th Avenue) and city collector streets (e.g., 35th and 38th streets), whose main function is to serve neighborhood-level trips or connect to other roads. Map 7 illustrates these functional classifications for the station area.

Hiawatha Avenue is State Trunk Highway 55 and is designated as a principal arterial. The Minnesota Department of Transportation (Mn/DOT) owns and operates this road, which runs immediately adjacent to the LRT line. The LRT train pre-empts the traffic signals, which has increased travel time for vehicles. After a period of operating experience, Mn/DOT implemented changes in signal timing which have improved traffic flow and wait times.

In 2004, Hiawatha carried approximately 29,000 vehicles per day (measured at a point just north of 38<sup>th</sup> Street). The roadway operates with four through lanes and dedicated/signalized left turn lane or center median. Signalized intersections occur at 35<sup>th</sup>, 38<sup>th</sup> and 42<sup>nd</sup> streets. On-street parking is not currently permitted, though continuous space exists on either side for right turns and vehicle breakdowns. The speed of traffic (signed at 40 mph) and the safety of crossing on foot and by bike has been a concern related to station access.

Map 7: Flow and functional class



Aerial view of 38th Street LRT Station on the Hiawatha Line.)



Looking west across Hiawatha on 38th St.

Minnehaha Avenue is the only county road in the immediate station area (County State Aid Highway, or CSAH, 48). It is signalized and runs parallel to Hiawatha. As a result, it provides an alternative to Hiawatha for local trips. It carries approximately 9,000 vehicles per day with a single lane of traffic, a dedicated bicycle lane and on-street parking. On-street parking is generally unrestricted, except at transit stops.

Thirty-Eighth Street runs east/west through the station area and connects neighborhoods on either side of Hiawatha Avenue (as do 35<sup>th</sup> and 42<sup>nd</sup> streets). Traffic volumes along 38<sup>th</sup> Street are highest at a point just west of Hiawatha, where approximately 8,700 vehicles per day use this road. Thirty-Eight Street is generally characterized by a single lane of traffic in each direction with on-street parking except at intersections and transit stops.

**Map 8: Bikeways**



**Bicycle Facilities**

Existing bicycle facilities include on-street lanes on Minnehaha Avenue as well as a wide sidewalk adjacent to the LRT line. (See Map 8) The City of Minneapolis Bicycle Master Plan identifies future bike lanes along 38<sup>th</sup> Street to connect the station with Minnehaha Avenue. Future bike lanes in the area will also include the “Riverlake Greenway”. These bike lanes will run along 40<sup>th</sup> Street (west of Nokomis Ave.) and 42<sup>nd</sup> Street (east of Nokomis Ave.), indirectly connecting the neighborhoods with the station as well as with the system of regional bike trails. Map 8 also shows a list of streets where the city is considering special accommodations for bicycles or where conditions are more favorable for bicycles.