



# PROJECT #39

## Reconstruct 38th Street between the LRT station and Minnehaha Avenue as a Complete Street and neighborhood gateway



The images above show the current condition of streetscape, sidewalks, and crossings on 38th Street at and near Hiawatha Avenue.

38th Street is a major connector street east and west through south Minneapolis. As one of only three major “rung” streets in the Minnehaha-Hiawatha corridor, 38th Street is a primary multi-modal crossing of Hiawatha Ave (MN 55) and positioned as THE primary transit street for the 38th Street LRT station. 38th Street is designated as part of the City’s Primary Transit Network (PTN) with existing bus route #23 serving as a major east-west connector across south Minneapolis. As a primary multi-modal connector street, this segment of 38th Street from the LRT station east to Minnehaha Avenue currently lacks adequate space, elements and character required for a multi-modal urban street. In the future, this segment of 38th Street is planned as a key connector street for pedestrians, bicycles, buses, cars and trucks; therefore it should be reconstructed as a Complete Street that is safe and accessible for driving, walking, biking, and transit users, regardless of age or ability. Its existing right-of-way (ROW) width of 66 feet makes it difficult to accommodate all travel modes adequately, so opportunities to widen the ROW should be explored.

Reconstruction of this segment of 38th Street is also seen as an important catalyst for redevelopment of the 38th Street LRT station area. While just a small three block segment, this portion of 38th Street creates an important link and “gateway” for pedestrians, cyclists, buses, transit riders, and automobiles between the two anchors of the LRT station and Minnehaha Avenue. The latter anchor is designated to continue as a neighborhood commercial node. Redevelopment along and near 38th Street is planned to include mixed-use (commercial with residential above) and higher density residential development. Since the existing grain mill industries and freight rail line are anticipated to remain operating north of 38th Street (with rail line activity crossing 38th Street) for the foreseeable future, the reconstruction of 38th Street will need to accommodate the grain milling structures and related rail and truck operations. The following project components are critical for transforming this segment of 38th Street into a Complete Street that functions better for all users and a neighborhood gateway:

### Improve the pedestrian realm

Today, 38th Street is not a welcoming, safe pedestrian environment. The pedestrian zone is too narrow, lacks a buffer between the sidewalk and the street, contains obstacles within the sidewalk, has poor lighting, and is irregular and unsafe with poor paving conditions. A primary goal of the reconstruction of 38th Street should be to enhance the pedestrian realm from the LRT station to Minnehaha Avenue so people will feel comfortable using the LRT as well as the bus services on 38th Street and Minnehaha Avenue. The simple addition of a boulevard space with street trees and pedestrian scaled street lighting will provide pedestrians walking home from the station platform a safe, well lit place to walk. The design of the curb-cuts and intersection striping can better highlight pedestrian crossings and broader paved landing areas will allow pedestrians a point of refuge at intersections while waiting for the appropriate crossing signal. Coordination with the rail line and rail line users on a better pedestrian crossing of the rail lines for ADA compliance and better signalization for moving trains will also increase safety along the street. Finally, a complete storm water management system should be designed to alleviate the flooding and icing problems that currently exist along the street and side street intersections of 38th Street.

### Add bikeway facility

The addition of bike lanes along 38th Street would allow for multiple bike commuting options through the corridor and brings bike commuters to controlled intersections for crossings. The addition of bike lanes allows multiple transit options to and from the station and more broadly to the southeastern portion of Minneapolis. The addition of bike lanes to the roadway section increases the pavement width, which ultimately would increase the right-of-way for the road. As the industrial grain elevators are to remain for some time, the additional right-of-way needed should come from the south side of the road either in the form of dedication or potentially a public sidewalk and utility easement on private property. See Project #1 in Corridor-wide section for more details.

### Continue to improve quality of transit services

The Hiawatha LRT line and the bus routes on both 38th Street and Minnehaha Avenue are designated as part of the City’s Primary Transit Network (PTN). The City, Metro Transit, and Hennepin County should collaborate in order to

upgrade these transit services to meet the identified PTN standards relating to frequency, time span, speed, reliability, and capacity. The addition of bus shelters should be considered at key intersections to protect riders from the negative impacts of weather and street traffic. Sidewalks should be improved and maintained to provide an enjoyable and safe pedestrian zone for transit users. Redevelopment opportunities near transit stops, mixed-use activity centers, and commercial nodes should be guided for higher intensity uses that would benefit from transit access.

### **Add vehicle turn lane signals on 38th Street at Minnehaha & Hiawatha Avenues**

38th Street is designated a community connector street in the Access Minneapolis Transportation Plan and connects neighborhood centers along 38th Street east and west across the City. The addition of signalized left turn lanes on 38th Street will aid in traffic flow to and from businesses for local traffic and facilitate the broader transportation needs of Hennepin County. For westbound traffic on 38th Street at the Hiawatha Avenue intersection, the addition of signalized left turn lanes and right turn lanes when trains are present would promote a faster crossing time east to west and resolve the stacking issue.

### **Consolidate property access points**

With the reconstruction of 38th Street, a consolidation of property access points should be implemented to reduce the amount of conflicts between pedestrians, bikes and automobile traffic. The consolidation of access points will ultimately guide the redevelopment circulation pattern for this stretch of the corridor. In the near term, understanding the industrial truck traffic patterns and pedestrian movements to avoid conflicts will be a critical component of the traffic strategy.

### **On-street parking**

On-street parking is critical to the success of existing and future small businesses in the district. On-street parking should be considered along 38th Street where there are no conflicts with turn lanes, rail lines and turning radii for industrial truck traffic. As uses continue to transition over time, on-street parking needs should be considered in the context of the broader transportation plan.

### **Create a Greener Street**

Since the corridor currently contains a high percentage of impervious surfaces, which includes streets, reconstruction of 38th Street provides a valuable opportunity to design a more environment-friendly street in terms of storm water management. A variety of techniques could be considered including infiltration systems in the planted boulevards, pervious pavers for parking lanes and below ground storage for rain water reuse (irrigation). Street trees can also lessen storm water runoff and improve the health of the corridor's urban forest.

### **Coordinated Projects:**

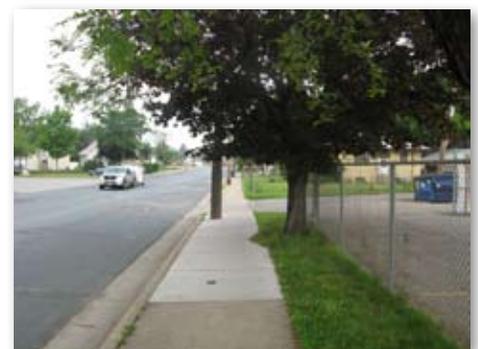
- Reconstruct Minnehaha Ave as a Complete Street, Green Street and Active Living project - Project #26
- Create alternative land use, building form and urban design plan for 38th Street as an east-west activity center - Project #40
- Create alternative land use, building form and urban design plan for Dight Avenue - Project #41
- Study and implement Hiawatha Avenue/MN 55 traffic signal improvements - Project #27
- Improve pedestrian crossing safety and experience of Hiawatha Avenue/MN 55 signalized intersections - Project #28
- Add a walk/bike crossing of Hiawatha Ave and bikeway connections at 37th St - Project #43
- Finish building the bikeway expansions identified in the Minneapolis Bikeways Master Plan - Project #1
- Conduct a detailed conditions analysis of pedestrian environment - Project #3
- Implement the Minneapolis Pedestrian Master Plan objectives and strategies - Project #4
- Improve transit services consistent with Minneapolis's PTN goals - Project #22
- Partner with railroad ROW owners to improve pedestrian crossings of freight railroad tracks - Project #32
- Plan and build a diagonal greenway connecting the Midtown Greenway to Minnehaha Park/Grand Rounds - Project #31
- Identify and implement stormwater management improvements with street projects - Project #8
- Make strategic land acquisitions - Project #20



*Signs and power poles on the sidewalk and the lack of a boulevard make it difficult for pedestrians to walk along 38th Street.*



*All sidewalk corners should be updated with truncated domes as in the image above.*



*The two images above show the narrow sidewalk along 38th Street. Addition of a boulevard and wider sidewalks would improve the street for pedestrians.*

**Timing:** Short term

The reconstruction of 38th Street is seen as a necessity for it to function as a key multi-modal street, to encourage people to walk or bike to the 38th Street LRT station, and as a catalyst for redevelopment along 38th Street from the LRT station east to Minnehaha Avenue. This project should be a TOD priority for the City of Minneapolis and Hennepin County.

**Costs:** \$\$\$\$

The estimated cost for the street reconstruction and public realm improvements is based on rough lineal foot estimates taken from the conceptual cross-sections and plans created for the street. These costs do not take into account significant public utility upgrades to sanitary sewer, water and storm sewer.

**Coordination/Roles of Organizations:**

City of Minneapolis Public Works—Lead Agency

City of Minneapolis CPED—coordination of land use and transportation planning/design

Hennepin County Housing Community Works & Transit—planning & design coordination with Minnehaha reconstruction

Metro Transit—PTN planning and design, funding

Soo Line—planning and design of RR crossings

**Potential Funding Sources:**

City of Minneapolis CIP

City of Minneapolis MSA Funds

Transit for Livable Communities – Non Motorized Transportation Pilot Program

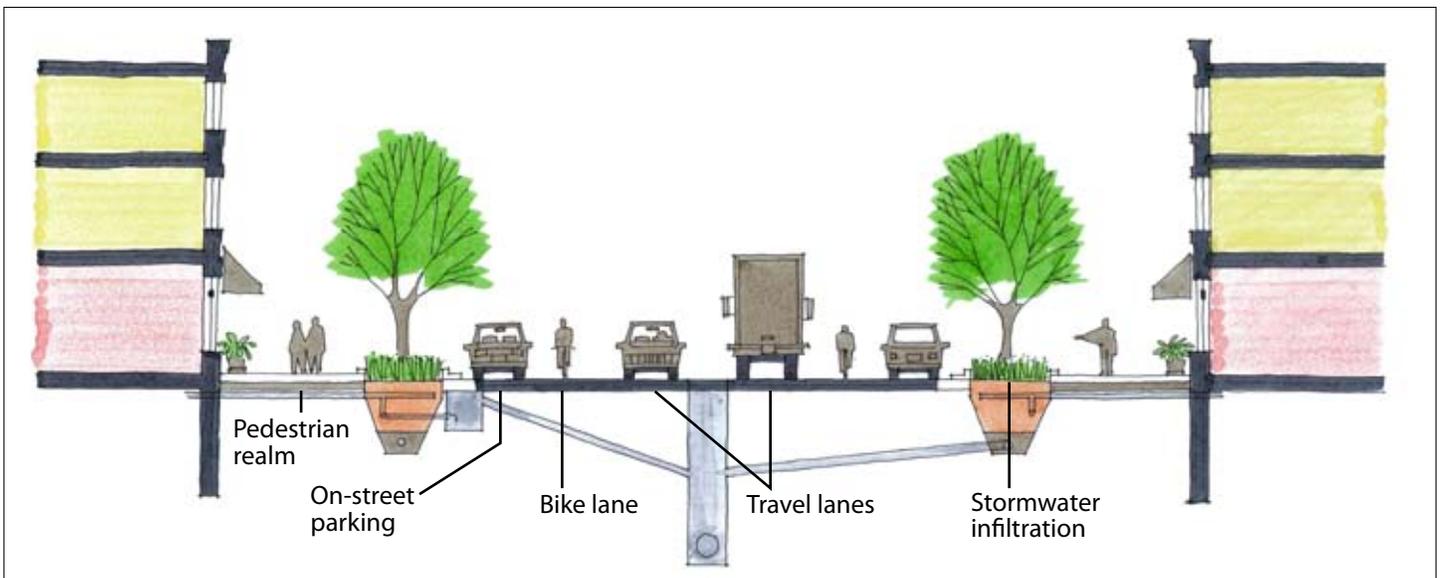
Hennepin County Housing Community Works & Transit

Metro Transit

Minnesota Commercial Railway

**Key Metric(s) (Top 5):**

A1, A4, A38, A44, A49



Section - 38th Street - Showing redevelopment on both the north and south side of the street.



*Looking west toward the LRT Station, this images shows the existing conditions for pedestrians, bicyclists and automobiles along 38th Street.*



*The pedestrian realm along the north side of 38th Street adjacent to the existing grain elevators must be enhanced to provide direct accessibility, safety and security between Dight Avenue and the LRT Station.*

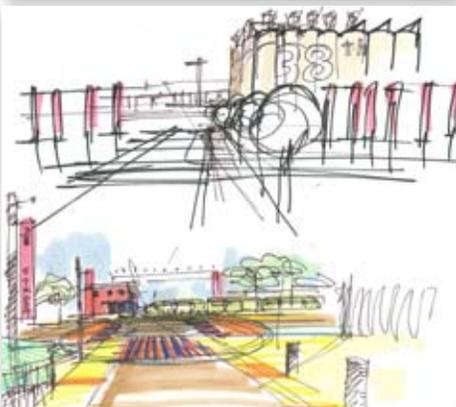


# PROJECT #40

## Create alternative land use, building form and urban design plan for 38th Street as an east-west activity center



Along 38th Street today a number of underutilized and foreclosed properties exist. The redevelopment concept envisions an east-west activity center stretching from the LRT Station to Minnehaha Avenue.



Branding the 38th Street District with unified streetscape, architectural pattern and celebration of unique heritage should be further explored as the area redevelops as shown in these concept sketches from the charrette.

The 2007 Hiawatha Corridor Freight Railroad Operations Study determined that the grain milling and storage operations for General Mills and ADM north of 38th Street are likely to remain well into the future. The 38th Street Station Area Master Plan and the City's Comprehensive Plan designate the 38th Street LRT Station activity center as a mixed-use area oriented to Hiawatha Avenue between 35th St and 39th St. This future mixed-use designation was based upon redevelopment of the grain mill buildings and abandonment of the freight rail corridor. With the industrial uses and active freight rail line anticipated to remain, it makes sense to orient a future activity center along 38th St, as a primary connector street for the neighborhood, from the LRT station to the neighborhood commercial node at Minnehaha Ave. The creation of urban design concepts is intended to identify, link and promote revitalization of 38th St and potential redevelopment sites between Hiawatha & Minnehaha Aves. This project could lead to adjusting the City's Hiawatha & 38th activity center designation to reach east-west, rather than north-south, to incorporate the Minnehaha & 38th node. This project could also identify start-up projects (e.g. street lighting improvements, pedestrian/bike improvements).

Significant redevelopment should occur along 38th St rather than Hiawatha Ave to create a transit-oriented street with a mix of uses that links the LRT station and existing Minnehaha Ave neighborhood commercial node. To support the nearby LRT station, the mix of uses should include higher density residential, neighborhood retail and services, restaurants, entertainment, and park space. This redevelopment will need to incorporate the grain mill buildings north of 38th St as well as the historic building at Minnehaha Ave and the fire station. The prime redevelopment areas to consider are between Hiawatha and Snelling on the south side of 38th St and between Dight and Minnehaha on the north side. The ends of the half-blocks between Dight and Snelling will be pivotal, and are geographically central, to linking the two sides of 38th St. Because the blocks in the Minnehaha-Hiawatha Diagonal were originally platted with lots primarily oriented to the diagonal avenues, existing lots do not face 38th Street and redevelopment will require lot assembly to achieve adequate lot depth along 38th St. As the grain mill buildings are unique and significant landmarks in the city, there is an opportunity to celebrate these structures as iconic elements of the 38th St diagonal district. For example, using graphic art and or light projections on the blank facades of the mills could provide an opportunity for creating a unique and exciting identity for the district and could help promote local events and the Longfellow neighborhood to the broader community.

### Coordinated Projects:

- Make strategic land acquisitions - Project #20
- Create alternative land use, building form and urban design plan for Dight Ave - Project #41
- Reconstruct 38th St as a Complete Street and neighborhood gateway - Project #39
- Finish the bikeway expansions identified in the Minneapolis Bikeways Master Plan - Project #1
- Develop a parks, plazas and open spaces plan for the corridor - Project #17
- Plan and build a diagonal greenway connecting the Midtown Greenway to Minnehaha Park/Grand Rounds - Project #31
- Provide design and technical assistance for improving the character of activity centers and commercial nodes to meet City and neighborhood design goals - Project #14
- Reconstruct Minnehaha Ave as a Complete Street, Green Street and Active Living project - Project #26
- Improve transit services consistent with Minneapolis's PTN goals - Project #22
- Create potential redesign concepts for existing commercial nodes along Minnehaha Ave - Project #23
- Develop and implement parking strategies for key commercial and employment districts - Project #15

**Timing:** Short term

With the freight rail line and grain mill industrial uses remaining well into the future, the redevelopment concept of the 38th St Station Master Plan should be revisited to orient the future activity center around 38th Street rather than Hiawatha Ave, east to the Minnehaha Ave node.

**Costs:** \$

**Coordination/Roles of Organizations:**

- City of Minneapolis CPED—Lead Agency
- Hennepin County Housing Community Works & Transit—TOD planning, design and funding
- Longfellow Community Council—public input and communication, funding
- Longfellow Business Association—support and planning input
- Private Land Owners—land assembly and redevelopment coordination
- Minnesota Commercial Railway—support and planning input

**Potential Funding Sources:**

- City of Minneapolis CIP
- Hennepin County Housing Community Works & Transit
- Longfellow Community Council NRP
- General Mills Foundation

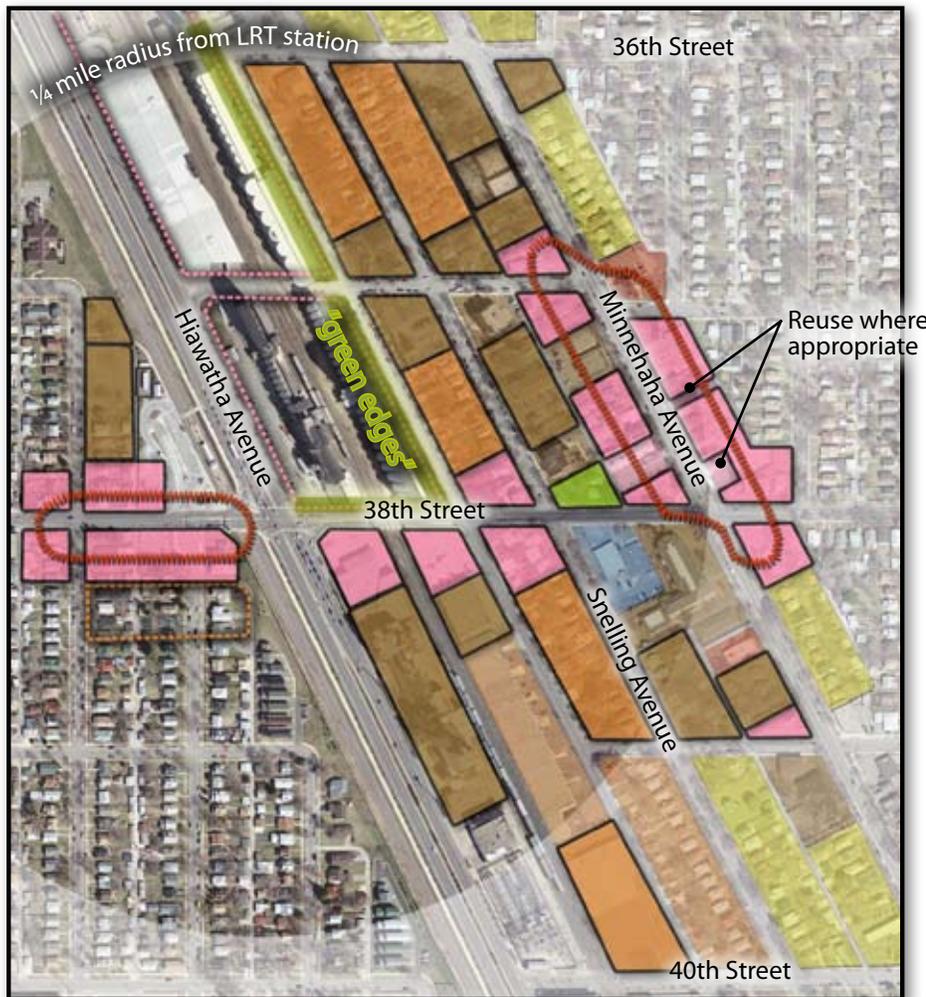
**Key Metric(s) (Top 5):** B-16, B-17, B-25, B-26, B-29



The proposed redevelopment plan for Longfellow Station (at the southeast corner of 38th Street & Hiawatha Avenue) utilizes mixed use development including retail, office and residential uses and will be a model for future development on the narrow, constrained sites near the 38th Street Station.



Iconic architecture could be incorporated into the design of new buildings as part of the district redevelopment vision.



- Redevelopment**
- Mixed-use
  - Transitional Residential
  - High Density Residential
  - Public/Open Space
- Revitalization**
- Mixed-use
  - Transitional Residential
  - High Density Residential
  - Single Family Residential
  - Retail
  - Civic
- Long-term Redevelopment**
- Mixed-use
  - Transitional Residential
- Retail/Commercial Zone**

The urban design diagram for 38th Street station area on the left provides a foundation for the creation of a redevelopment master plan for 38th Street east of the LRT station to Minnehaha Avenue.

END OF PROJECT

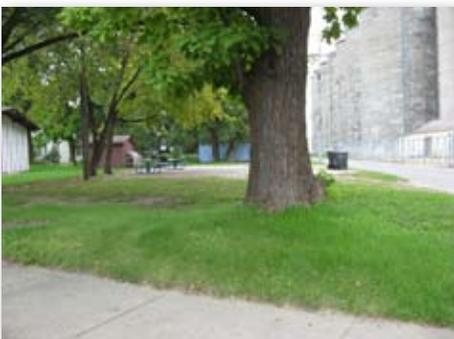


# PROJECT #41

## Create alternative land use, building form and urban design plan for Dight Avenue



Existing Dight Avenue looking north from 38th Street has no sidewalks.



A mix of residential and industrial properties are interspersed along Dight Avenue, all within close proximity to the grain elevators.



The intersection of Dight Avenue and 35th Street illustrates the lack of pedestrian connections and the industrial character of much of Dight Avenue.

Dight Avenue exists primarily in the 38th Street Diagonal District as it extends from 34th Street to 43rd Street only. At one time called Railroad Avenue, this street has historically functioned as the truck access for the industries on the east side of the freight rail line. Its location creates a series of half-blocks between Dight Avenue and Snelling Avenue to the east, as well as between Dight Avenue and the freight rail line to the west. Development on these half-blocks is primarily facing Snelling Avenue with Dight Avenue essentially functioning as an alley. The four half-blocks north of 38th Street contain a mix of low density residential, commercial, and industrial uses, typically within an individual half-block, creating land use compatibility issues. Although the City's Comprehensive Plan guides the four half-blocks north of 38th Street for Urban Neighborhood and Mixed Use, more than half of this area is zoned for industrial uses. Development on the west side of Dight Avenue is primarily industrial land uses today and will probably remain industrial north of 38th Street for some time. The City is planning to undertake a rezoning study for the eastern portion of the 38th St station area, which would include this area.

Dight Avenue is currently a narrow street with frequent curb cuts (industrial and residential), no sidewalks, minimal trees, and a generally unsafe feeling as most development faces away from it. Although Dight Avenue and the half-blocks along its east side are a major transition area between the industrial district to the west and the residential neighborhood to the east, this area generally does not adequately buffer the incompatibilities between these two diverse land use districts. Dight Avenue generally contributes to a negative image of the neighborhood. Since the 2007 Freight Rail Operations Study found that the grain mill industries and freight rail line north of 38th Street are most likely going to remain active for some time, Dight Avenue and the half-blocks on each side of it should be studied to establish appropriate future land use and street design standards. Dight Avenue should serve as an effective and attractive transition or buffer area between the industrial district and the residential neighborhood. In addition, Dight Avenue's location adjacent to the active historic grain mill buildings provides a valuable opportunity to design a street that supports and celebrates this unique industrial district. Since no sidewalks currently exist on Dight Avenue, some level of pedestrian access should be added to this street to improve the neighborhood's connectivity and walkability, including its potential as part of a future Diagonal Greenway. The City's recently completed Pedestrian Master Plan identifies Dight Avenue as a "potential sidewalk gap not evaluated".

### Coordinated Projects:

- Develop a parks, plazas and open spaces plan for the corridor - Project #17
- Plan and build a diagonal greenway connecting the Midtown Greenway to Minnehaha Park/Grand Rounds - Project #31
- Reconstruct 38th Street as a Complete Street and neighborhood gateway - Project #39
- Create alternative land use, building form and urban design plan for 38th Street as an east-west activity center - Project #40
- Provide design and technical assistance for improving the character of industrial districts to meet City and neighborhood design goals - Project #35
- Conduct a detailed conditions analysis of pedestrian environment - Project #3
- Implement the Minneapolis Pedestrian Master Plan objectives and strategies - Project #4
- Add a walk/bike crossing of Hiawatha Ave and bikeway connections at 37th St - Project #43

**Timing:** Medium term

**Costs:** \$\$\$

## Coordination/Roles of Organizations:

City of Minneapolis CPED—Lead Agency

Hennepin County Housing Community Works & Transit—healthy communities planning, design, and funding

City of Minneapolis Public Works—street planning and design

Longfellow Community Council—public input and communication, funding

Minneapolis Parks & Recreation Board—greenway planning and design

Minnesota Commercial Railway—support and planning input

General Mills—support

and planning input

## Potential Funding Sources:

City of Minneapolis CIP

Hennepin County HCWT

Longfellow Community Council NRP

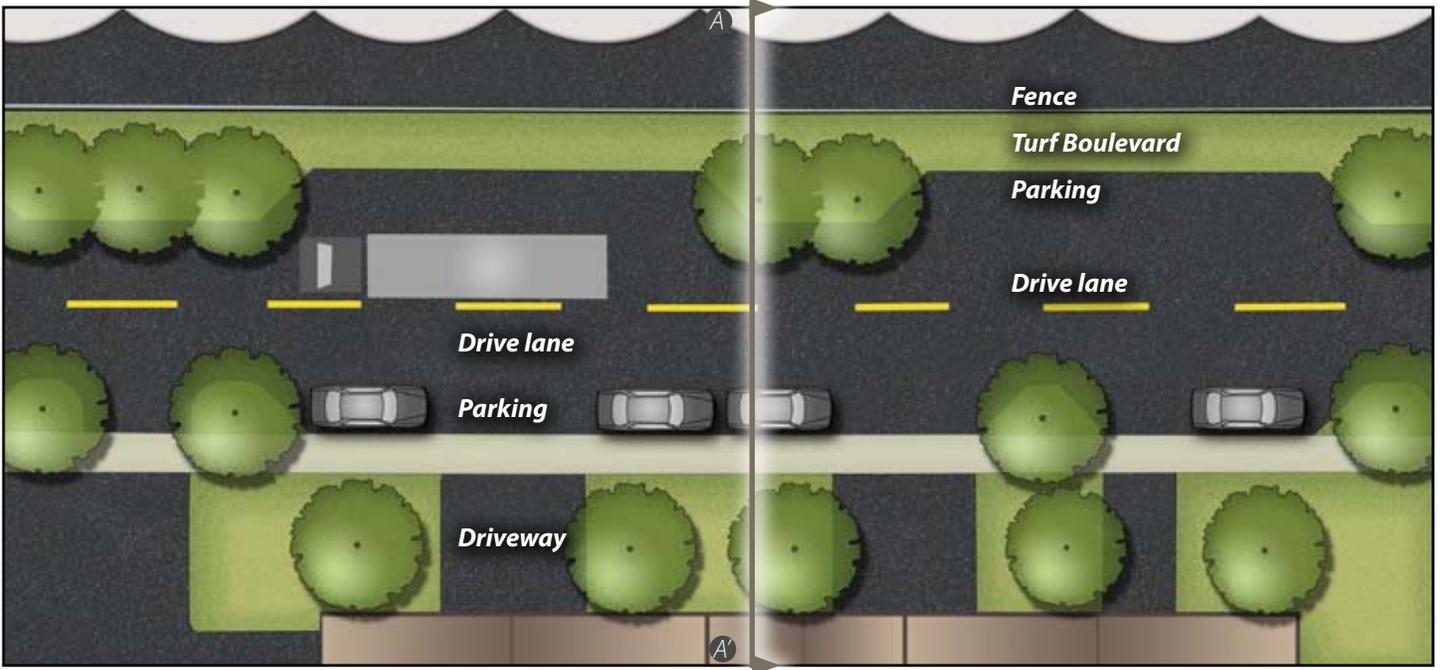
General Mills Foundation

## Key Metric(s) (Top 5):

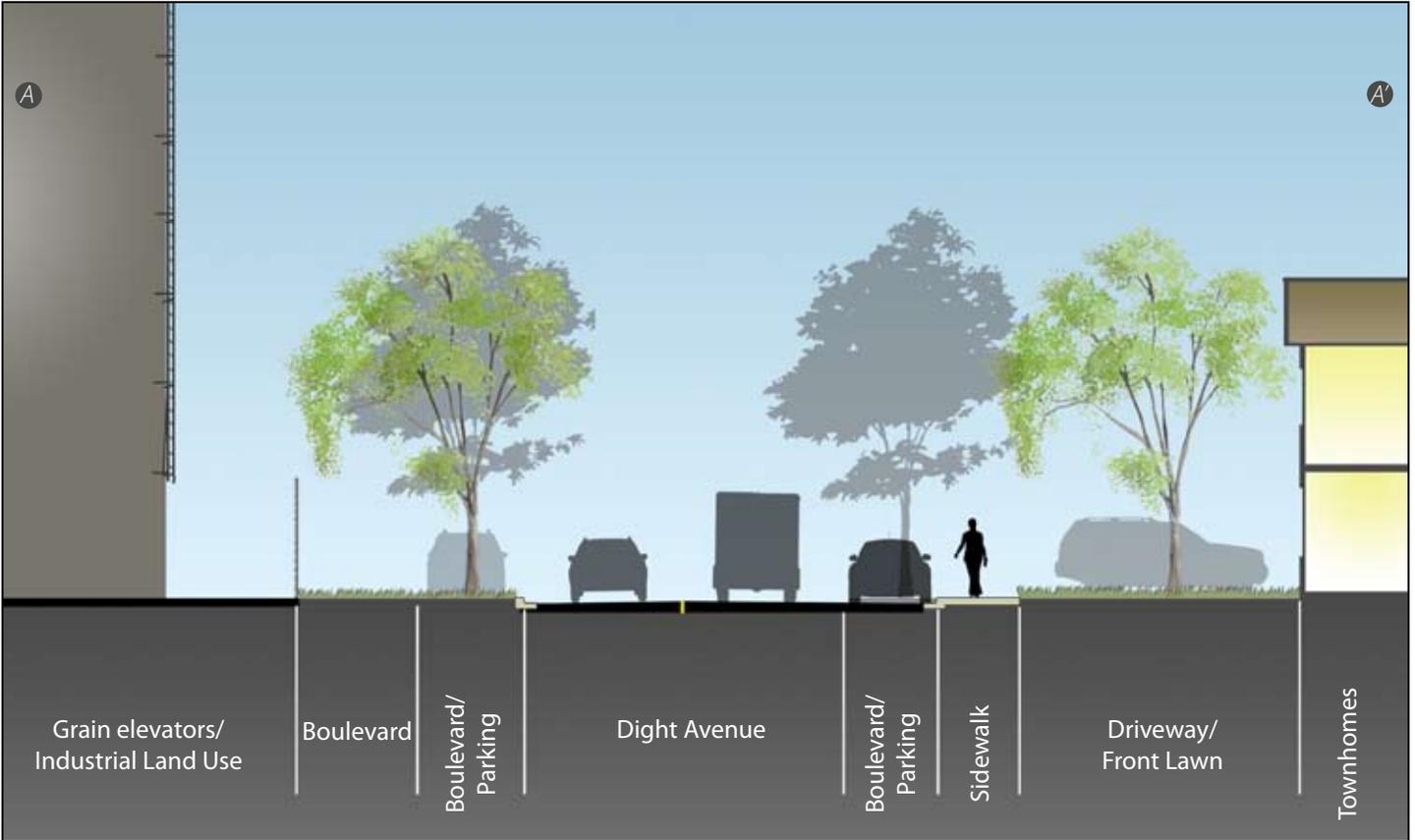
A4, A9, B-52, D-2, D-26



*The land uses adjacent to Dight Avenue are anticipated to transition from industrial uses to residential uses over time. The narrow half block between Dight Avenue and Snelling Avenue should respect the industrial access needs to the west as well as the single family residential character along Snelling Avenue.*



This street concept for Dight Avenue shows a drive lane in either direction and parking on both sides of the street, organized around bump-outs and driveway access. A sidewalk exists on the residential side of the street, with an enhanced boulevard providing a buffer to the industrial uses.



The proposed street section for Dight Avenue includes a sidewalk on one side with drive lanes in each direction to eliminate one-way traffic and provide a buffer space against the grain elevators.

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