

SOUTH LYNDALE CORRIDOR MASTER PLAN RECOMMENDATIONS

Urban Character and District Identity

- Establish a sense of identity at important portals into district at the north (Minnehaha Creek) and south (Crosstown Interchange) gateways.
- Establish the presence of identifiable nodes within the district by supporting the development of mixed-use buildings that front streets. The nodes have been identified at 54th (existing) and 58th (proposed).
- Build on the gardening traditions of the South Lyndale Area (The market study suggests that these four neighborhoods spend more money per capita on gardening than other neighborhoods in South Minneapolis).

Street System

- Fund and construct the streetscape design between the creek and 56th Street in conjunction with the Hennepin County plans for the roadway reconstruction per the design plans adopted by the community in 2004.
- Fund, design and reconstruct Lyndale Avenue from 56th Street to the Crosstown Highway based on the Hennepin County and neighborhood design plans for the section north of 56th Street.
- Fund, design and reconstruct State Trunk Highway 121 per recommended realignment studies prepared by the City of Minneapolis
- All streets in the corridor should include on-street parallel parking.
- All intersections in the corridor should include the design and construction of safe and visible pedestrian crossings in conjunction with roadway reconstruction.

Potential Redevelopment Opportunities

- TH121 “turn back” sites offer a tremendous opportunity to catalyze positive development activity in the corridor, build on the goals articulated in the vision statement, address growth objectives, and add important new uses to the corridor including residential, neighborhood commercial, and open space. Today these sites are unusable open areas contained within the TH121 right-of-way and owned by MNDOT. The plan identifies the narrow sites adjacent to the realigned TH121 for attached single-family residential (townhomes). Immediately to the north of 57th Street, the pie-shaped turn back site has been identified for open space. The plan recommends this site be developed as a village green civic park space for the community to enjoy.
- Immediately south of 58th Street, between Lyndale and TH121, exists a small single-family residential enclave, a rehabilitation home and an auto service station. The master plan recommends as the South Lyndale corridor develops and Lyndale Avenue improvements proceed, this area be given careful consideration for greater land use density in a mixed-use format.
- The sites located at the northeast intersection of 58th and Lyndale today include a Hostess bakery outlet and a couple of small office spaces located in a strip development. The site located to the north of this parcel is one of the motel sites in the corridor. The master plan recommends as redevelopment activity occurs in the corridor, that these sites be considered for multi-story mixed use development with ground level, neighborhood retail uses and residential

or office uses located in upper stories. The other motel site, north of this node, is recommended for future multi-family residential use.

- The industrially zoned site located at the southeast end of the Lyndale corridor is currently occupied by Centerpoint Energy. The master plan recommends the future of this site be considered for commercial use.
- As the corridor densifies, reuse of surface parking lots should be considered for redevelopment activity.
- Another site identified for future residential uses is the Borton Volvo site located between 55th and 56th Streets. The master plan recommends this site be considered for future multi-family residential uses.
- The node located at 54th and Lyndale has been identified in the comprehensive plan as a neighborhood commercial node. The master plan recommends as the corridor grows and densifies, that this node be given particular consideration for a greater mix of uses, including upper story multi-family residential above ground level retail uses. The plan suggests development build to the street corners and surface parking lots be filled in with other uses. Structured parking is recommended to free up land for uses that support pedestrian activity.

Public and Pedestrian Places

- With the reconstruction of TH121 several sites may become available for redevelopment, including the site between 56th and 57th Street along the west side of Lyndale. This site presents difficult challenges for development due to its unorthodox shape and small dimension on the north half of the site. The master plan recommends the City take steps to secure this site for public open space and design it to accommodate passive uses for the benefit of the community.
- Other sites may become available for redevelopment with the reconstruction of TH121, including the west portion of the existing right-of-way. These narrow sites have been designated for future townhome development in the master plan, but they also provide the opportunity to integrate a combined pedestrian and bicycle trail corridor along TH121. This trail corridor is proposed to connect the open space at Grass Lake with the future “village green”.
- The community has expressed a desire for a more direct connection to the Minnehaha Creek trail system from the south side of the creek. The master plan recommends the City consider designing and constructing this trail connection when future funds become available for park improvements in the South Lyndale Corridor.
- All street intersections should include safe and accessible pedestrian crossings.

Alternative Modes of Transportation

- Lyndale Avenue and 54th Street are designated bus routes. The master plan recommends that bus stops be uniformly improved and regularly maintained to encourage greater ridership.
- The plan identifies key bus transit stops at the neighborhood commercial nodes located at 54th and 58th Street intersections along Lyndale. These transit stops should become well integrated with the future streetscape design for Lyndale.
- The proposed open space recommendations provide for a combined bike and pedestrian trail connection between Grass Lake and the “village green” along the TH121 right-of-way.

- At the proposed neighborhood commercial nodes of 54th and 58th Streets and Lyndale, an adequate supply of bicycle parking should be provided to encourage bicycling and make it more convenient for residents to park their bikes and shop.

Future Land Use Map

- A future land use map is available at <http://www.ci.minneapolis.mn.us/planning/south-lyndale.asp>.

Implementation Steps

Land Use Controls

- It is recommended that most parcels within a designated neighborhood commercial node be rezoned in a Neighborhood Commercial District (C1 or C2).
- For the stretch of Lyndale between the two nodes from 55th to 57th, it is recommended that future zoning regulations in this segment encourage medium to high density residential development.
- It is recommended that the CenterPointe Energy site, located in the southern most parcel on the east side of Lyndale, be rezoned to a Commercial District due to its excellent visibility and transportation access from the highway, the site's strategic location at the gateway to the South Lyndale Avenue Corridor, as well as the City of Minneapolis, and the large size of the property.
- To accommodate single-family attached homes in the western portion of the TH121 right-of-way, it is recommended that this area be rezoned to a medium-density district.
- In order to achieve a dense, walkable environment, it is recommended that the Pedestrian-Oriented Overlay District be applied to the corridor between 53rd and 59th. Possible additions to the existing overlay district may be:
 - Minimum FAR or height to achieve the 2-4 stories called for in the plan
 - Minimum lot coverage requirement
 - Minimum percentage of first-floor retail in the Neighborhood Commercial Nodes
 - Maximum parking requirements
 - Additional design regulations for parking facilities

Public Investments

- Coordinate the design, funding and timing plans with Hennepin County for Lyndale Avenue Reconstruction from the creek to 56th. Make sure the plan includes streetscape improvements. Special assessments and a special service district offer the best fit for these improvements.
- State Trunk Highway 121 is planned for reconstruction from 58th Street to the Crosstown within the next five years. Implementation of this project requires several actions:
 - Place project on City capital improvements plan (CIP).
 - Determine scope of State funding.
 - Facilitate "turn back" of roadway to Hennepin County or the City of Minneapolis.
- Coordinate site development of the Village Green with Hennepin County and work with stakeholder to create a plan. Possible funding sources include:

- o Special assessments
- o Special tax district
- o Park dedication