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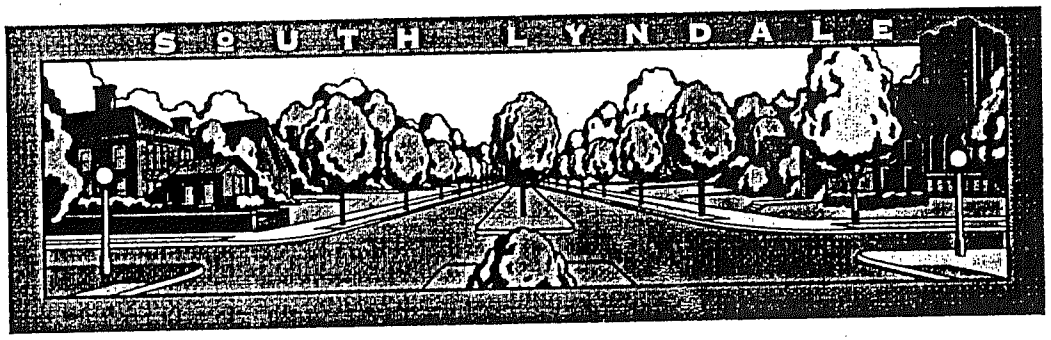

LYNDALE AVENUE:
A vision.

OFFICE COPY

DO NOT REMOVE
Community Planning & Economic Development
Planning Division
Rm 210 City Hall

SUBMITTED TO THE MINNEAPOLIS CITY COUNCIL,

PUBLIC WORKS DEPARTMENT AND THE PLANNING DEPARTMENT BY

THE LYNDALE AVENUE TASK FORCE

MARCH 1997

3280 **REF:** TRANSPORTATION AND PUBLIC WORKS Committee (See Rep)

NO: 262638

PETITION

FROM: PUBLIC WORKS AND ENGINEERING

1997 Residential Paving Prog (Nicollet Island, Whittier (NE) and Elliot Park): Auth proceed w/work; Direct City Engineer to coordinate Nicollet Island Paving Area work w/Park Bd proposal to install brick pavers; and Adopt special assessments, w/objections.

Erosion & Sediment Control: Ordn amending Title 5, Chap 91 of Mpls Code of Ordns to waive permit and fee requirements for single family detached garages 676 sq ft or less.

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Lyndale Avenue South Task Force: Adopt "Lyndale Avenue: A Vision" report; Apprv concept of "smart street" design; Auth Public Works to submit, as part of 1998 Capital Improvement Program, a request to fund proj, as well as testing, in 1998.

Presented to City Council,

Friday, April 11, 1997

City Clerk

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DEPARTMENT

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minneapolis
city of lakes

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March 25, 1997

The Honorable Walter Dziedzic, Chair
Transportation and Public Works Committee
Room 307 City Hall

T&PW APPROVED
APR 3 1997

RE: Lyndale Av S Task Force Report

Dear Council Member Dziedzic:

Established in 1994, The Lyndale Av S Task Force has completed its report outlining the future design for Lyndale Av S between Franklin Av and W 56 St. The Task Force conducted over 20 monthly meetings including two large community meetings to present their findings and to receive public comments. All task force and community meetings were well attended.

The new design changes the normal approach to street design to a "Smart Street" design which carries existing volumes of traffic and is able to accommodate traffic growth into the 21st Century. The principle difference with the new design is that turning traffic has dedicated lanes where needed and the thru traffic has an uninterrupted lane to allow for free flow along the corridor.

You are all encouraged to read the attached two reports entitled "Lyndale Avenue A Vision" which describes the project in detail.

Lyndale Av S is a major arterial in Minneapolis in need of total reconstruction. This report, when approved by the City Council and Mayor, will establish the design parameters for the project throughout the corridor. Currently we are working with Hennepin County since the roadway is designated as CSAH 22 to begin the reconstruction in 1999 or 2000. The project would be spread over a number of years since its total value is estimated at $12 to $14 million. The Task Force, along with Public Works, is requesting the City Council to adopt the report which will approve the future design for the corridor. Modifications to the design may be required after each segment of the corridor has been tested. Public Works proposes to begin the tests in 1998 for those segments that will be constructed in the 1999 to 2001 time frame. We will request in the 1998 CIP advanced project funding (approximately $50,000) to accomplish these tests.

AFFIRMATIVE ACTION EMPLOYER

Recycled paper 30% post consumer waste

We therefore recommend the following:

1) that the City Council adopt the "Lyndale Avenue A Vision" reports
2) that the City Council approve the conceptual "smart street" design
3) that the City Council authorize Public Works to submit as part of the 1998 Capital Improvement Program a request to fund the project as well as testing funding for 1998.

Respectfully,

David J. Sonnenberg
City Engineer- Director of Public Works

By

Michael J. Monahan
Assistant Director of Public Works
Director, Transportation Division

MJM:cs

Attach.

cc: Lyndale Av Task Force

PUBLIC SAFETY AND REGULATORY SERVICES and WAYS & MEANS/ BUDGET (See Rep):

FIRE DEPARTMENT (262632)

Emergency Medical Serv Training: Issue RFPs re specialized training.

HEALTH AND FAMILY SUPPORT SERVICES (262633)

Lead Free/Lead Safe Housing: Accept grant funds for lead-safe temporary housing.

POLICE DEPARTMENT (262634)

Automated Pawn System: Estab budget.

TRANSPORTATION AND PUBLIC WORKS:

PLANNING COMMISSION/DEPARTMENT (262635)

Capital Improvements - Location & Design Review: Hosmer Library (36th & 4th Av); Prospect Tower Rehabilitation; 5th Precinct Police Station; Residential Street Paving (Whittier & Elliot Park); Hiawatha Avenue (E 24th St to I-94 and 21st Av S at 28th St); Hennepin/Lyndale Realignment; E 50th St Paving from Nicollet to 4th Av S; Fourth Avenue South Bridge; 5th St NE & 37th Av NE Sidewalk.

PUBLIC WORKS AND ENGINEERING (262636)

I-35W Solutions Alliance: Report that bill for 1997 dues will be paid from budgeted funds.

Traffic Control Restrictions: Quarterly report for stop signs, parking/turn restrictions, zones, street lights, etc.

TRANSPORTATION AND PUBLIC WORKS (See Rep):

MAYOR (262637)

Citizens Design Advisory Committee for the Southwest Lake Calhoun Subwatershed Improvements Proj: Concur w/Mayor in Appointment of Kenneth Taguchi, 3807 Zenith Av S (Ward 13).

PUBLIC WORKS AND ENGINEERING (262638)

1997 Residential Paving Prog (Nicollet Island, Whittier (NE) and Elliot Park): Auth proceed w/work; Direct City Engineer to coordinate Nicollet Island Paving Area work w/Park Bd proposal to install brick pavers; and Adopt special assessments, w/objections.

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TRANSPORTATION AND PUBLIC WORKS and WAYS & MEANS/BUDGET (See Rep):

PUBLIC WORKS AND ENGINEERING (262639)

Right-of-Way Management Permit Fees: Estab fee structure for Excavation Permit Fees and Obstruction Permit Fees; and Apprv personnel request.

Ramp Testing: Issue RFPs for engineering consulting and certification services in each of City's Municipal ramps.

Alley Realignment & Construction (Chowen & Drew Avs S from 49th to 50th Sts W): Designate realignment & construction of E-W alley Connection; Recv cost estimate, list of benefited properties & petn from property owners of block; Direct City Engineer to prepare proposed Special Improvement Assessment; and set public hearing.

Apparatus Floor Slab at Fire Station #10 (19 N 4th St): Incr contr w/Kopp Engineering Assoc for structural analysis & engineering needs throughout calendar yr 1997.

Computerized Traffic Signal Control System: Execute contr w/FORTRAN Traffic Systems Ltd to design, engineer, prototype, test document & supply 150 communication units.

PURCHASING (262640)

Bids: Accept OP #4566, low bid of Barton Sand and Gravel Co for Type 41 Graded Aggregate; OP #4548, low bid of Fischer Sand and Aggregate Co for fine aggregate; OP #4560, low bid mtg specs of Bennett Material Handling for fork lift truck; OP #4557, low bids mtg specs for

Grant will be appropriated from the funds available to the City of Minneapolis, and that any Grant monies appropriated for the bridge but not required, based on the final estimate, shall be returned to the Minnesota State Transportation Fund.

Be It Further Resolved that whereas Federal monies are being used to participate in the cost of the bridge, Grant monies as matching funds shall be transferred directly to the Agency account and that the records of the City of Minneapolis shall so state.

Adopted. Yeas, 13; Nays none.
Passed April 11, 1997. J. Cherryhomes, President of Council.
Approved April 17, 1997. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

T&PW – Your Committee, having received a report from the Lyndale Avenue South Task Force outlining the future design for Lyndale Avenue South between Franklin Avenue and West 56th Street, now recommends the following:

a) Adoption of the report entitled Lyndale Avenue: A Vision, prepared by the Lyndale Avenue Task Force;

b) Approve the concept of a "smart street" design which will carry existing traffic volumes and will accommodate traffic growth into the 21st Century;

c) Authorize the Public Works Department to submit as part of the 1998 Capital Improvement Program a request to fund the project, as well as testing funding for 1998.

Adopted. Yeas, 13; Nays none.
Passed April 11, 1997.
Approved April 17, 1997. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

T&PW – Your Committee recommends concurrence with Mayor Sayles Belton in her recommendation to appoint Kenneth M. Taguchi, 3807 Zenith Avenue South (Ward 13) to the Citizens Design Advisory Committee for the Southwest Lake Calhoun Subwatershed Improvements Project.

Adopted. Yeas, 13; Nays none.
Passed April 11, 1997.
Approved April 17, 1997. S. Sayles Belton, Mayor.
Attest: M. Keefe, City Clerk.

The **TRANSPORTATION & PUBLIC WORKS** and **WAYS & MEANS/BUDGET** Committees submitted the following reports:

T&PW & W&M/Budget – Your Committee, having under consideration the Right-of-Way Management Ordinances 96-Or-125 and 96-Or-126, passed November 22, 1996, which provided for the establishment of permit fees, now recommends the following:

T&PW – Establishment of the following fee schedule, with related personnel:

Excavation Permit Fee:	
City & GIS Cost Component	
for the first 75 feet of equipment installed	$115.00
for each additional foot installed	$ 1.60
Disruptive Cost Component	Based on formula and grace period matrix
Degradation Cost Component	Based on formula
Restoration Cost	Actual Cost
Obstruction Permit Fee:	No Charge

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A brief summary of this document.

9 ***INTRODUCTION AND PURPOSE***
A neighborhood responds.

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A model for the next century.

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What we propose, section by section.

39 ***THE CONCLUSIONS***
Thoughts for the next fifty years.

46 ***REFERENCES AND SUGGESTED READING***

MISSION:

Revitalize South Lyndale as a strong, safe, city neighborhood avenue that encourages long-term livability, strengthens neighborhood identity, renews community connections and serves as a model for a 21st century urban transportation system.

INTRODUCTION

In April of 1994, the City Public Works Department held a public meeting at Martin Luther King Park to present a plan for the proposed upgrading of South Lyndale Avenue, from Lake Street to the Crosstown Highway.

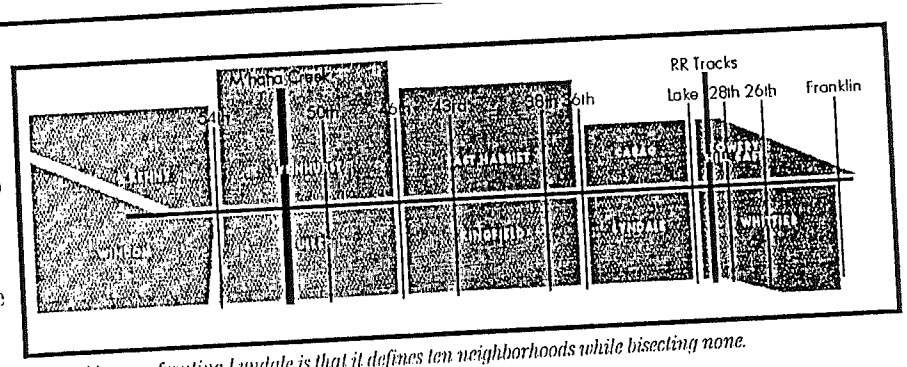
The meeting drew nearly four hundred citizens in opposition to widening the avenue, with an overwhelming response in support of a more dignified solution.

THE LYNDALE AVENUE TASK FORCE.

The idea for a Lyndale Avenue Task Force (LATF) was formed at a subsequent meeting in July and interested individuals were asked to submit an application indicating their interest in participation. The task force was selected to represent the neighborhoods and business associations along the avenue from Franklin to the Crosstown, along with five at-large representatives. Jan Del Calzo was selected as chair, drawing upon her expertise as an Airport Commissioner, chair of the Lake Harriet Parkway Task Force and ten years as a City Council Policy Aide.

The task force met on the third Thursday of nearly every month since October 1994. Relevant guests were invited to attend and speak on their areas of interest or expertise.

Early in the process, Task Force members took pictures of detractions, assets, and detriments to the avenue. Conversations centered around how the avenue is used. Included were crossing on foot and bike to access bus stops, lakes and neighboring streets. The avenue was acknowledged to be too busy to walk or ride on (too tense and nervous) with many residents using Kings Highway or Bryant and avoiding the street altogether.



The problem confronting Lyndale is that it defines ten neighborhoods while bisecting none. it is on the outside edge of each of them

The avenue's amenities are hidden. Its many architectural gems, from houses to churches to row houses, include several businesses such as French Meadow Bakery, Crema Cafe, and are enhanced by its wide boulevards.

It is apparent for several reasons why the revitalization of Lyndale is important as a neighborhood and major commercial avenue and is a major connector through south Minneapolis. Lyndale is not just a corridor but a destination.

Business along Lyndale is thriving. New restaurants have opened and existing businesses are growing and reinvesting in their buildings. The Lyndale plan will have to address the issues of an expanded commercial market and facilities for both pedestrians and vehicles.

The revitalization of neighborhoods has become a principal focus for the city of Minneapolis in the past five years. During the 1980s downtown Minneapolis received most of the benefits of new development. Now as we look ahead to the next century, it is important that the city reinvest more in its neighborhoods and public right of ways to maintain the city's.

The purpose of this study was to create a 21st century plan for Lyndale which is scheduled for a repaving project between 1999 and 2003.

MORE THAN CARS.

Lyndale Avenue is one of the grand old avenues of Minneapolis. Built along the early lines of the city, it reflects the streetcar approach to urban planning, i.e. many small retail nodes with zero setback, interspersed with residential blocks designed for pedestrian circulation. With the expanded use of the automobile, the demise of light rail and the sprawl into suburbia, the vitality of these grand old streets has suffered. Lyndale, like many other grand corridors has suffered because of the perception that it is an "in-between" space connecting the center city and ten neighborhoods to the southern suburbs.

Lyndale Avenue spans the entire length of the city. It is one of the metro's longest streets and continues through the southern suburbs.

Lyndale Avenue is currently lost in the confusion of the Hennepin/194 bottle neck, losing its identity in the massive intersection. The street begins to look less like a city street and more like an on-ramp for the freeway. The LATF endorses the Hennepin Avenue strategic plan for the Hennepin/Lyndale intersection 'bottleneck." It provides a traffic calmed plan, logical street connections, pedestrian amenities, street lighting and increased landscape planting. The avenue continues into the Franklin Avenue business district, which includes restaurants, apartment buildings, small shops, including the city's largest co-op.

As Lyndale continues south

SUMMARY

toward Lake Street, it merges into a mix of single family housing, apartment buildings, restaurants, small businesses and the upcoming Midtown Greenway.

The Lyn/Lake intersection is an eclectic thriving area of many retail businesses, including venues to purchase art supplies, woodworkers tools, imported foods, as well as the Jungle Theatre and restaurants.

At 31st Street, Lyndale changes back into an avenue of grand houses, dotted with occasional convenience stores as well as small restaurants and coffee shops, at 32nd, 36th, and 40th streets.

South to Minnehaha Creek, the avenue is flanked by large houses and several of the city's finest churches. The crossing at the creek is a narrow bridge giving way to the busy retail center surrounding 54th street.

Moving south from the 54th street area, Lyndale loses its sense of enclosure as it shifts west and into a freeway entrance. To connect to Lyndale Avenue southbound, you actually have to make a left hand turn at 58th street to stay on Lyndale.

The challenge of the LATF is to balance the neighborhood street qualities and traffic demands of the thriving commercial districts.

MANY NEIGHBORHOODS WITH A COMMON BOND.

Lyndale borders many neighborhoods (but bisects none) with a changing personality. Everything from primarily single family residential to mixed housing to primarily retail.

One of the challenges to Lyndale Avenue is that it is a defining boundary for ten neighborhoods. By definition, since it is on the perimeter of each neighborhood, it is not the prominent issue in any one neighborhood. Because of this, the avenue will have to look to itself for growth and change.

Lyndale Avenue, like much of the inner city, is at a crossroads. Left in its current condition, it will evolve into a speedway, with no more use than to hustle traffic north and south. With care and nurturing the avenue will become the great street it was originally designed for; pedestrian friendly, with prosperous businesses and gently flowing traffic.

Traffic volumes peak during short rush hours, the rest of the time the avenue carries relatively light traffic and could be redesigned to reflect this.

THE OPPORTUNITIES.

There are many positive assets of Lyndale that make it logical to restore this corridor. And the good news is that much of what Lyndale needs is already there. The existing strengths of Lyndale include:

- Neighborhoods which are strong, organized, active, growing and committed to reinvestment.
- Commercial districts providing unique and diverse retail and entertainment attractions.
- Funds from the city, Municipal State Aid (MSA) are available if certain design standards are met or a variance is received.
- Maintain traffic flow albeit at moderate speeds to keep "bandit" cars from short cutting the neighborhood.
- Mature elm trees and wide boulevards define Lyndale.

THE OBJECTIVES

The task force has come up with overriding objectives to act as benchmarks for the improvement of Lyndale Avenue.

- Create a more pedestrian friendly and transit calming atmosphere along south Lyndale, including pedestrian level lighting (six per block), better paving, street furniture and planting.
- Manage current levels of vehicular traffic on the avenue but use design strategies that will calm the street and slow down the speeding traffic.
- Encourage businesses to maintain and improve their properties with incentives, design support, community involvement and decent off street parking opportunities.
- Maintain the current width of vehicular corridor within the Right of Way where possible.
- Require new development to correspond to the setbacks, heights and masses of the traditional buildings along the street.

THE SECTIONS.

Discussion and examination led the LATF to divide Lyndale into five basic sections:

Area One:
Franklin to 28th Street

Area Two:
28th Street to 31st Street

Area Three:
31st Street to 38th Street

Area Four:
38th Street to Minnehaha Parkway

Area Five:
Minnehaha Parkway to 56th Street

A list of design aspects were identified as criteria for the development of design objectives, issues and strategies, for each section, and the street as a whole. While each section has a unique flavor there were common recommendations.

1. Develop pedestrian-scaled lighting from Franklin to 58th street. Improve the aesthetics of the street with other pedestrian amenities such as benches, banners, pocket parks, transit hubs, trees and service kiosks.
2. Create a design criteria for businesses giving clarity to architectural and urban design elements subject to review
3. Use Neighborhood Revitalization Funds (NRP) to create a revolving fund to cushion loans for neighborhood projects.
4. Develop a plan for wide support.
5. Realize the street is an evolving dynamic entity which needs a similar design theme in each section.
6. Celebrate the diversity of the neighborhoods.

SUMMARY

AREA ONE LYNDALE AVENUE: FRANKLIN TO 28TH STREET.

General Character.

The Franklin Intersection serves as a major gateway to Lyndale from the north. Pedestrians using the businesses that border [illegible] on both sides are surrounded by dense [illegible] traffic.

[illegible] duplexes, apartment [illegible] of houses comprise this area [illegible] typical block format.

The buildings are primarily two story businesses with several converted houses changed into small shops and offices.

Land Use and Zoning.

Residential uses are primarily zoned R6, the highest density residential category. Commercial uses and some residences are zoned B2S3 or B3-3.

Traffic and Parking.

Large volumes of traffic – over 20,000 vehicles per day – pass through this section, which is a junction to I-94. Several businesses have off street parking including Rudolph's, The Wedge, Super America and the Egg & I.

The Franklin, 22nd, 24th and 25th street area has heavily used pedestrian crossing zones, constantly competing with vehicles.

The intersections of 26th and 28th represent important one way streets and the left hand turning traffic backs up during peak driving hours.

Public Transportation

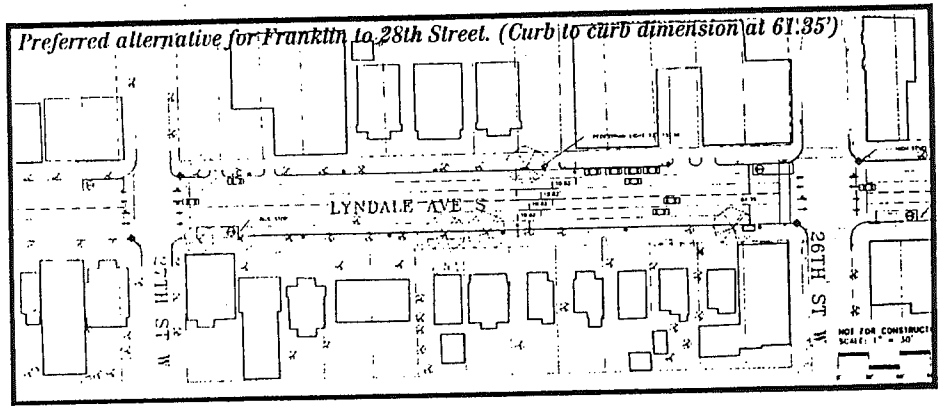
Bus lines 4, 47 and 52C operate along this section. Many south Minneapolis bus riders use bus stops in this area. While there are several shelters and benches, they are not particularly pedestrian friendly.

Streetscape & Open Space

There is little quality in the pedestrian streetscape. Wide sidewalks are often constructed directly against the street without a planted boulevard. Over forty mature elms also define this section in five foot boulevards. Crossings are few and dangerous, with poor lighting.

There is little open space to the south of Franklin. The only significant open space comes at the crossing of the yet to be completed 29th Street Greenway.

Preferred alternative for Franklin to 28th Street. (Curb to curb dimension at 61.35')



EXISTING CONDITIONS:

- Existing right-of-way: 100'
- Existing curb to curb: 60'
- Classification: High density arterial
- Required width for four lanes of traffic with parking (MSA standards): 64'
- 1994 traffic volume: 20,100 to 24,300 daily
- Buses: 240 trips per day

PROBLEMS:

- Off street parking needed in 24th to Franklin area - should be screened, landscaped & integrated.
- High bus usage must be accommodated.
- Southbound traffic needs left turn help at 28th.
- Needs a variance from MSA standards (64') for 4 traffic lanes and 2 parking lanes.
- Queuing space for I94 traffic on Lyndale needed if traffic is to flow freely; i.e., East bound ramp north of Franklin.
- Lack of neighborhood involvement in planning.
- Large trees scattered throughout will be lost if street is widened.
- Neighborhoods with speeding cut through vehicle traffic.
- Difficult to cross.

GOALS:

- Encourage and facilitate visible crosswalks/pedestrian crossings at corners.
- Maintain parking on both sides for business, community and high density residential areas.
- Bump outs at corners to reduce crossing distance for pedestrians and to calm traffic.
- Preserve existing trees to the greatest extent.
- Improve intersection and decorative street lighting for safety and aesthetics.
- Acknowledge 29th Street Greenway in some way - connection, signage, etc.
- Encourage boulevard beautification.
- Encourage facade to facade improvement as part of the project.

PROPOSED LAYOUT:

- Two lanes of traffic each direction.
- Parking lanes both sides.
- Bus stops to be on far side northbound and southbound.
- Concrete island at 28th Street facilitates south bound left turn lane.
- Maintain 61.3' curb-to-curb face with variance to MSA standards for width of parking lanes.
- New high level lighting at intersections (downcast shoebox fixture).
- Pedestrian level ornamental, lighting along the street (min. six per block and more if possible).
- Highlight pedestrian crossings to delineate crosswalks.
- Left turn lane at 28th Street for south bound Lyndale traffic.
- Street must be widened by 7" on each side for MSA variance.

PROS OF PROPOSAL:

- Accomplishes most goals.
- Financially realistic.
- Timing of project allows tree root pruning, inventory of trees.
- Does not incur additional liability for the City and its taxpayers.
- Funds improvements through MSA funds, City funding sources not just property owners assessments.
- New MSA landscaping standards allow 10% of improvements to be in landscape materials.

CONS OF PROPOSAL:

- Needs a variance from MSA standards.
- Slight increase in width.

SUMMARY

AREA TWO LYNDALE AVENUE: 28TH STREET TO 31ST STREET.

General Character.

Lyndale and Lake has been described as the next Uptown. This is noted with the growth of The Jungle Theater, Aarcee Rental, The Woodworkers Store, as well as its restaurants, shops and more. All this creates a metropolitan destination within a high density residential neighborhood.

The intersection buildings are primarily two and three story buildings with the exception of a couple that tower five and seven stories. Architecturally significant buildings that were built in the early twenties define this commercial node. The relative height and degree of street enclosure contribute to a sense of the area's edges and define its identity.

Land Use and Zoning.

Much of the area is zoned B-3S (commercial) and R-6, reflecting the highest category of residential.

Traffic and Parking.

The traffic at this intersection reflects the 20,000 cars that travel Lake Street and Lyndale at this intersection.

Because of the B-3S commercial categories, the businesses need to be supported by off-street parking. The Lyndale Business Association is already developing plans to build off street parking on Aldrich.

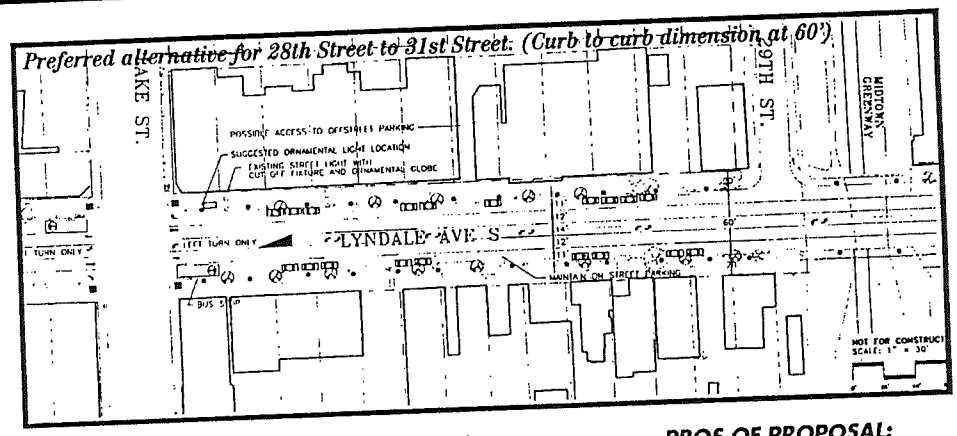
Public Transportation

This zone provides one of the cities busiest bus transfer points. Bus lines 4, 47 and 52C operate along this section. There are bus shelters at this busy intersection with transfers to Lake Street Route 21, the MCTO's busiest bus line.

Streetscape & Open Spaces.

The intersection is commercial and urban in setting with few mature elms. The bridge over the 29th street greenway is bleak and without inspiration. Much can be done to connect to the Greenway. The Lyndale Festival attracts thousands to the annual fete. The 20' wide sidewalks define Lyndale as unique to the twelve foot wide sidewalks on Lake Street.

Preferred alternative for 28th Street to 31st Street. (Curb to curb dimension at 60').



EXISTING CONDITIONS:

- Existing right-of-way - 100'.
- Existing curb to curb distance - 60'.
- Classification: High density arterial
- Required width for four lanes with parking (MSA standards): 64'.1994 traffic volume: 20,100 to 24,300 average daily.

PROBLEMS:

- Left turn at 29th Street for northbound traffic has poor visibility because of hill.
- Left turns at Lake Street are difficult for both north and sound bound Lyndale traffic.
- Left turn access needed at 31st Street for southbound traffic.

GOALS:

- Business community wishes to retain as much street parking as possible.
- Business community wishes to retain the 20' sidewalk width.
- Support special services district for Lyndale/Lake Businesses.
- Support off street parking efforts i.e. VFW lot.
- Maintain urban edge of buildings throughout commercial district (zero setback for new structures).
- Support commercial streetscape of lighting, signage, landscape and pedestrian cluster areas.
- Reduce scale of 31st Street intersection.

PROPOSAL:

- Bus stops on far side north bound, far side south bound at Lake.
- One lane of traffic in each direction with center turn lane and parking on street.
- Parking bays transition to right turns at Lake.
- Left hand turn lanes northbound and southbound at Lake Street and southbound at 31st Street. The latter also helps transition to area south of 31st Street. No arrow or preference for left turn lane at 31st.
- Maintain sidewalk at present width, or even wider in some areas.
- Right turn lane at Lake Street northbound/southbound.

PROS OF PROPOSAL:

Maintains on street parking and 20' wide sidewalks.

- Meets MSA standards.
- Allows protected left turn lane to businesses between 29th and 31st Streets.
- Provides ample space for trees, lights, street furniture, banners, plantings building signage and sculpture.

CONS OF PROPOSAL:

SUMMARY

AREA THREE LYNDALE AVENUE: 31ST STREET TO 38TH STREET.

General Character.

This part of the avenue is primarily medium density residential in appearance with free standing two story houses, duplexes, apartments and corner businesses. The boulevards are 5 - 7' wide between 31st and 38th.

Residential buildings include two and one-half story single family and duplex units from the turn of the century as well as multi-unit brick apartments. Several new businesses have adapted existing buildings (Crema Cafe) and an old and charming relocated White Castle. Painter Park, a community destination is located at 34th Street. However this section also contains several auto oriented businesses as well as the gas stations at 36th Street.

Land Use and Zoning.

Most of the zoning is residential R2A, or R2B and R5.

Traffic and Parking.

Average daily traffic falls off to about 11-13,000 cars south of 31st street. The 54 foot wide roadway allows for two lanes of traffic in each direction with parking on both sides at all times.

Public Transportation

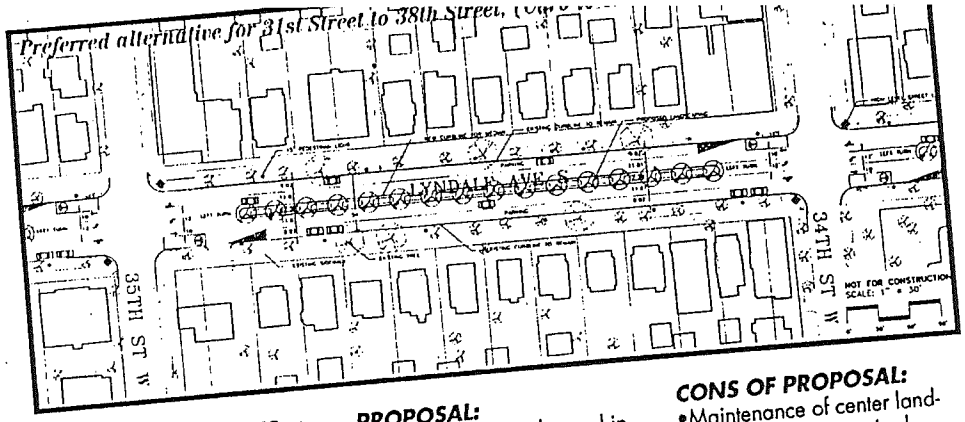
Several routes operate on this section (35A, 35B, 47 and 52C). The #4 route utilizes Bryant South of 31st Street.

Streetscape & Open Space.

The boulevards in this area are wide and allow much opportunity for improvement. Buildings are well maintained.

Painter Park is large and well used. The stately elms, continuous sidewalks, 54 foot wide street and mixed land use provide a signature for this area.

Preferred alternative for 31st Street to 38th Street,



EXISTING CONDITIONS:

- Existing right-of-way: 100'.
- Existing curb to curb distance: 54'.
- Parking on both sides and four lanes of travel.
- Duplexes and medium density residential land use with commercial at corners.
- Classification: low density arterial - 5,000 - 15,000 daily trips.
- 1994 traffic volume: 11,200-13,000 daily trips.
- Bus Traffic: 58 bus trips daily on this section includes U of M and 35A.

GOALS:

- Maintain parking on both sides of street for commercial and residential use.
- Delineate crosswalks.
- Facilitate left turns at corners.
- Consistent lighting design to promote safety and aesthetics.
- Coordinate street design with edge treatment of boulevard shrubs and signage.
- Encourage business community to enhance facades, possibly with NRP help.

PROPOSAL:

- One lane of through travel in each direction.
- Maintain parking on both sides without bays and width at 54'.
- Landscaped 12' wide median with irrigation, boulevard trees and wild roses.
- Pedestrian level lighting within the block, high level lighting at intersections
- Bus stops on far side northbound, far side southbound.
- Protected left turn lanes at ends of each block by cutting back center median to allow stacking.
- Delineate parking verses bus stops.

PROS OF PROPOSAL:

- Traffic calming.
- Center landscaped median.
- Innovative, identifies Lyndale and Carag neighborhoods.
- Highlight pedestrian crossings at all intersections.
- Protected left turns at every corner.
- Center median provides a parkway setting.
- Provides a neighborhood identity and ownership of median.
- Maintains existing width of the street.

CONS OF PROPOSAL:

- Maintenance of center landscape median required.
- Emergency traffic route may be difficult.
- Green space is visual in the street, not useable.

SUMMARY

AREA FOUR LYNDALE AVENUE: 38TH ST TO MINNEHAHA PARKWAY.

General Character.

This part of the avenue is primarily single family residential with stately older homes, a commercial node at 40th, architecturally significant churches and a high volume intersection at 50th Street. The boulevards are 16 - 18' wide between 38th and Minnehaha with mature elms and pine oaks.

Residential buildings include two and one-half story single family and duplex units from the turn of the century.

Housing along this section includes some of the nicest in the Twin Cities.

Land Use and Zoning.

Most of the zoning is residential R2A, or R2B and R5.

Traffic and Parking.

Average daily traffic falls between 10,000 and 11,000 cars south of 38th street. Parking is regulated for morning and evening rush hour traffic. Parking is generally not a problem in off peak hours.

The intersection at 50th Street is a problem with cross bound traffic meeting Lyndale. The 50th Street intersection as of publication date, has not been resolved. The LATF is on record to support a design to maintain the width of the current curb line.

Public Transportation

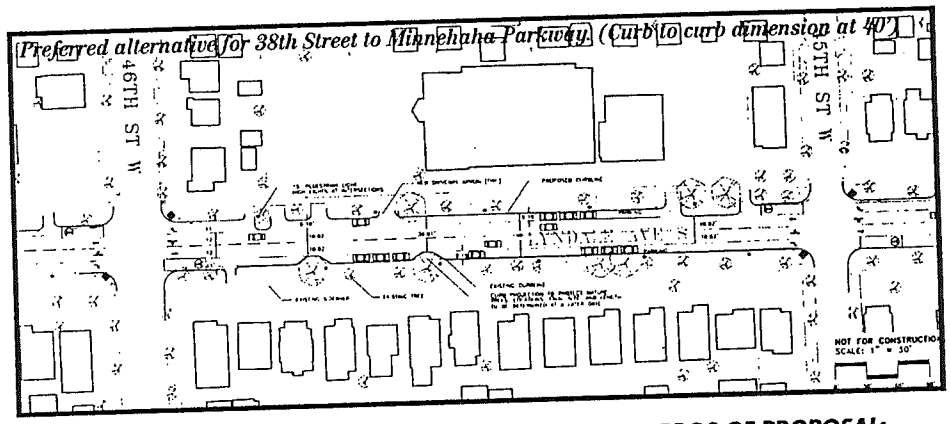
Several routes operate on this section (35A, 35B, 47 and 52C).

Streetscape & Open Space.

The boulevards in this area are wide and allow much opportunity for improvement. Buildings are well maintained.

The stately elm trees and wide boulevard identify this area of Lyndale from all other urban transit corridors.

Preferred alternative for 38th Street to Minnehaha Parkway. (Curb to curb dimension at 40')



EXISTING CONDITIONS:
- Existing right of way: 100'.
- Existing curb to curb distance: 40'.
- Restricted parking: 2 hours each in morning and afternoon peaks (7-9 a.m. & 4-6 p.m.).
- Land use: Single family residential, very limited commercial.
- Classification: Low density arterial (5,000-15,000 daily trips).
- 1994 traffic volume: 10,000 to 11,200 daily trips.
- Bus traffic: Minimal

GOALS:
- Maintain curb width and protect trees.
- Slow traffic.
- Delineate crosswalks by use of highlighted materials.
- Use bump outs at random locations to define farside bus stops.
- Add intersection and pedestrian lighting to enhance safety and aesthetics.
- Bridge at Minnehaha Creek should be visually pleasing and tie Lyndale Avenue with Parkway below and coordinate with Washburn Library.
- Maintain traffic flow.
- Continue to pursue design at 50th Street to meet LATF objectives.

PROPOSAL:
- One lane of traffic in each direction.
- Parking at all times on both sides of street
- Bus stops at far sides in both directions
- Pedestrian lighting within block, high level lighting at intersections
- Maintain traffic flow.

PROS OF PROPOSAL:
- Slows traffic.
- Enhances street while carrying needed traffic.
- Bump outs for parking will save trees.
- Proper root trimming could insure that trees would survive.

CONS OF PROPOSAL:
- Water breaks or other street repair may necessitate routing traffic onto adjacent streets.
- Emergency vehicles may have to go through neighborhoods.
- Need a variance from MSA parking lane standards.
- Left turn movements will back up traffic flow.

SUMMARY

AREA FIVE LYNDALE AVENUE: MINNEHAHA PARKWAY TO 56TH STREET.

General Character.

The avenue becomes decidedly commercial once it crosses Minnehaha Creek. The commercial district is a destination which offers a wide variety of services. It contains a concrete median that acts as a safe guard against left-hand turns but does little to please the eye. No trees are planted along the street. Wide expanses of concrete offer little to make pedestrians comfortable or improve the streetscape experience.

The buildings are two story in size and offer a mixed bag of buildings from the twenties, forties, sixties and seventies. The new public library offers several opportunities to tie into Minnehaha Parkway.

Land Use and Zoning.

Commercial uses and some residences are zoned B2S3 or B3-3

Traffic and Parking.

The on street parking is not enough for the area. Behind the theater there is a large lot that is somewhat shared by the businesses. Traffic is heavy serving cars off the freeway and crossing along 54th street.

Public Transportation

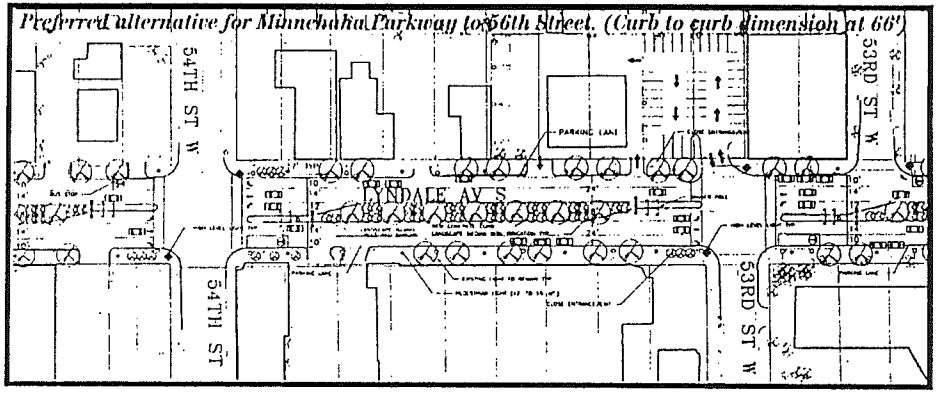
Several routes operate on this section (35A, 35B, 47 and 52C).

Streetscape & Open Space.

The intersection looks hot and heavy. Little is done to make the area inviting. There is little to accommodate pedestrians or business customers. The lack of over-story trees and buildings taller then a single floor are in need of a strong, unifying theme and street design to create a cohesive identity for the area.

While only a few hundred feet from Minnehaha Parkway, no attempt had been made to incorporate the two together.

South of 56th, a center grassy median contributes to a freeway appearance.



Preferred alternative for Minnehaha Parkway to 56th Street. (Curb to curb dimension at 66')

EXISTING CONDITIONS:
- Existing right-of-way: 100'.
- Existing curb to curb distance: 72'.
- Classification: High density arterial.
- 1994 traffic volume 13,700 to 17,100 daily trips.
- Parking on both sides of street.
- 4'concrete median in some of area.
- Bus traffic.
- Congested corner at 54th.

GOALS:
- Slow traffic to give area more of a village feel and less that of a freeway strip mall.
- Provide better turning capability for cars at 54th and 56th.
- Support special services district for Business District.
- Support commercial streetscape of lighting, signage, landscaping and pedestrian cluster areas; seek NRP help for the endeavor.
- Incorporate Washburn Library, Mount Olivet Care Center, Minnehaha Parkway, Gateway.
- Engage the businesses in streetscape design.

PROPOSAL:
- One 14' lane of traffic in each direction.
- Parking on street on both sides.
- 18' wild rose landscaped median with irrigation, ornamental trees and banners.
- Protected left and right turn lanes at each corner.
- Left hand turn arrows at 54th for south and north bound traffic.
- Median cut back at corners to provide for left turn stacking.
- Low level pedestrian lighting within blocks and median.
- High level lighting at intersections.
- Bus stops on far side for both north and south bound traffic.

PROS OF PROPOSAL:
- Landscape median connects with Minnehaha Parkway, the Gateway and the median further north.
- Provides a village atmosphere.

CONS OF PROPOSAL:
- One lane of traffic will dictate speed of traffic.
- Center median will restrict left hand turns at midblock.

THE LATF SUPPORTS THE GATEWAY COMMITTEE

The Lyndale Avenue Task Force strongly supports Recommendation Four of the Gateway Committee regarding that area of Lyndale Avenue between 56th Street and the Crosstown be straightened to continue Lyndale as a definable street. Specifically, the Task Force endorses:

1. Entrance ramps to Highway 62 and 35W and exit ramp from Highways 35W should bring traffic to Lyndale Avenue via 59th Street (or possibly 61st Street). This would allow the present highway corridor to be converted to other land uses; e.g., a mix of housing types and open space.
2. Lyndale Avenue should have two way traffic from 56th Street to the Crosstown 62 and 35W.
3. Efforts to revitalize the commercial area along Lyndale Avenue south of 56th Street to the next connecting roads, Crosstown 62 and 35W.
4. Lighting, street furniture, etc., should carry out the themes used on the rest of Lyndale Avenue from Franklin to 56th Street.

SUMMARY

THE CONCLUSIONS

The over-arching conclusion is to maintain the mixed use of the avenue, its grand residential flavor along with the thriving business clusters. Update the paving, maintain the volume of traffic and restore the grace and charm of the avenue. This can be achieved in several ways.

•Create a design overlay district along all or portions of the avenue that would weigh the following in review of all proposals for new construction: Respect the existing building character, size, scale and volume, massing, height, rhythm, setback, color and material, building elements, signage and consistent lighting.

•Continual efforts must be made to integrate and balance adaptive reuse of buildings with new construction. Whenever possible building preservation and reuse must take precedence over demolition.

•Inventory Lyndale to determine which properties might be eligible for a listing on the National Register of Historic Places (NRHP) and/or as locally designated Minneapolis Heritage Preservation sites.

•Note those buildings that qualify for NRHP funding, determine the interest of owners in tax-certified rehabilitation. This federal program provides some incentive for building conservation according to guidelines established by the Secretary of the Interior.

•Owners of the older single and multiple-family houses could be encouraged to conserve the existing character of their buildings, which encompass a wide variety of styles. Conversions of residential property to commercial use needs to reflect the domestic building and landscape character of the area.

•Allow and encourage cooperative agreements to meet off-street parking requirements at the three commercial hubs, Franklin, Lake and 54th Streets.

•Encourage MCDA to promote "municipal" off street parking.

•Strike a balance of adequate on street parking and transit needs to facilitate continued public transit priority.

•Provide for "in-lieu" contributions to a parking fund for shared parking in municipal or other off-site facilities to reduce or satisfy off-street parking requirements.

•Revise upward off-street parking zoning. (Section 540.230).

•Pedestrian oriented lighting needs to be developed to unify the street from Franklin to the Crosstown.

•Along with the lighting, colorful banners or placards could be hung to announce the neighborhood the avenue is connected with.

•South of 31st Street, the avenue needs to be updated and restored to the grand avenue it was, with stately boulevards and traffic calming architectural features. Center landscape/medians on 31st to 38th and Minnehaha to 56th.

•Boulevard trees need to be a part of the continuous fabric of Lyndale. They add life and color – moderate heat in the summer and buffer pedestrians from traffic. Seek variances where necessary to protect the stately elms.

•Streetscape furnishing – kiosks, lights, banners, litter receptacles, benches, etc. – need to be consistently handled along the corridor – in both design and application. While it will be important to draw from what is readily available to the city, as well as what can be maintained affordably, it is key that these are consistent and reflect the grand nature of Lyndale.

•The historic linear development of Lyndale needs to be replaced with stronger community nodes (the business streets running off of Lyndale) along the busier cross streets, (e.g. 22nd, 36th and 46th streets).

•Homeowners need to be educated on the availability of NRP funds to assist them in upkeep and renovation.

•Neighborhoods will need to target some NRP funds to assist businesses to rehab facilities.

•An educational program must be initiated to inform the public that the traffic smart redesign of Lyndale Avenue will take them no longer to drive (legally) than it did before.

•The design of Lyndale must contain the ribbon of consistency, i.e. lighting and signage throughout it's length, but allow the unique qualities of each neighborhood and commercial node to flourish and be prominently displayed.

•Lyndale's existing design changes in building character and street width. The recommended design strives to respect the residential blocks and commercial nodes with a plan appropriate for traffic management and neighborhood vitality.

•The five areas of Lyndale will require a detailed design analysis necessary to carry out the design objectives illustrated in this task force report.

•Lyndale is scheduled to be reconstructed in 1999 - 2003 and will require the project to be funded from the state (MSA), the city and assessments.

• The proposed design will be tested in some manner prior to construction.

•The current Minneapolis Paving Program Assessments policy will expire in 1997. Changes to the current front footage assessment, direct and indirect policy, will be reviewed in 1998.

It is most obvious that there is a need to reclaim Lyndale from the car and return it to the city and its residents.

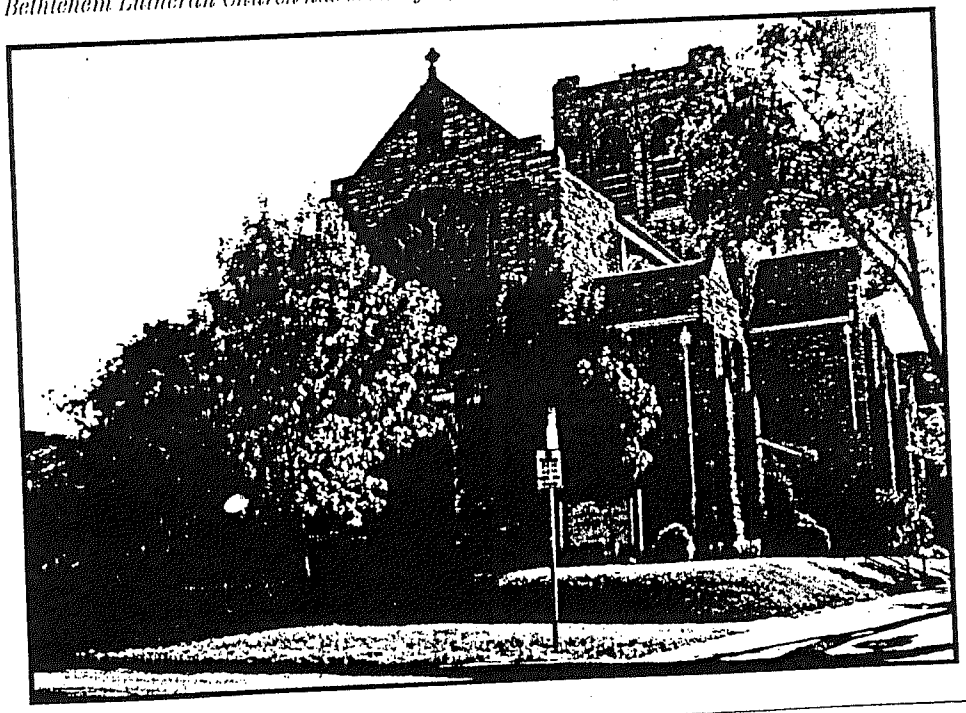
Minneapolis has a deserved reputation as one of the country's premier cities. Lyndale has been a key avenue in our city's growth over the last century and – with our help – is well positioned to continue as a grand avenue into the next century.

TOPLINE

INTRODUCTION AND PURPOSE

A neighborhood responds.

Bethlehem Lutheran Church has been a fixture on Lyndale for nearly one hundred years.



In April of 1994, the city transportation department held a public meeting at Martin Luther King Park to present a plan for the proposed upgrading of of south Lyndale Avenue, from Lake Street to the Crosstown Highway.

The meeting drew over four hundred citizens in opposition to widening the avenue, with an overwhelming response in support of a more dignified solution.

Out of that meeting a list of Lyndale's attributes was created. The list included the following attributes:

- Lyndale is a neighborhood street.
- Lyndale's wide boulevards and mature trees create a buffer between the street and homes.
- Lyndale has many nice homes and attractive gardens with large setbacks and nice backyards.
- Stable neighborhoods thrive on both sides of the street.

TASK FORCE MEMBERS

Laurie Linnes-Bagley
Tangletown Neighbors Together

Barbara Long
King Field Neighborhood Association

Dr. Deb Hlavka
Windom Business Association

Howard Kaibel
Lynnhurst Neighborhood Association

Claire Olson
Kenny Neighborhood Association

Howard Verson
Carag Neighborhood Association

Erich Wunderlich
Lyndale Neighborhood Association

Jean Johnson
East Harriet Farmstead Neighborhood Association

Jan Del Calzo
Chair & Transportation Consultant

John Dietrich
Landscape Architect

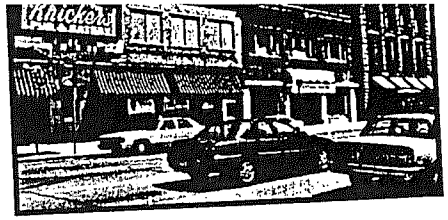
Nicholas Koch
Architect

Jay Walljasper
Editor, Ulne Reader

Thom Sandberg
Marketing/Design Consultant

discussion on [illegible]
Lyndale. The issues that were agreed upon include:

- There is too much traffic.
- The traffic is too fast.
- The painted center line encourages drivers to speed.
- The timing of the traffic signals encourages speeding.
- Traffic generates poor air quality.
- The traffic is too noisy.
- Passengers throw litter out of vehicles.
- Congestion makes it difficult to make left turns onto cross streets and into driveways.
- Congestion makes it difficult for pedestrians to cross the street.
- Building vibrations are caused by the traffic.
- Drivers do not respect private property. They often do a corner cut through at the Super Americas and once across lawns at 48th.



Knickers is the future home of The Jungle Theater.

- Lyndale seems more like a freeway than a neighborhood street.
- Front yards are un-usable because of the noise.
- Many blocks lack curbs.
- Sand and salt makes it difficult to grow grass, trees and vegetation on the boulevards.
- The street is too dark for pedestrians.
- Lyndale acts as a barrier between the neighborhoods and a barrier to recreation opportunities on the west side.
- Lyndale is difficult and dangerous to cross for the mobility impaired, pedestrians and children.

There was a lot of discussion about discouraging cars while encouraging walking, bicycling and the use of public transportation. The following is a beginning list of ideas discussed for making this change:

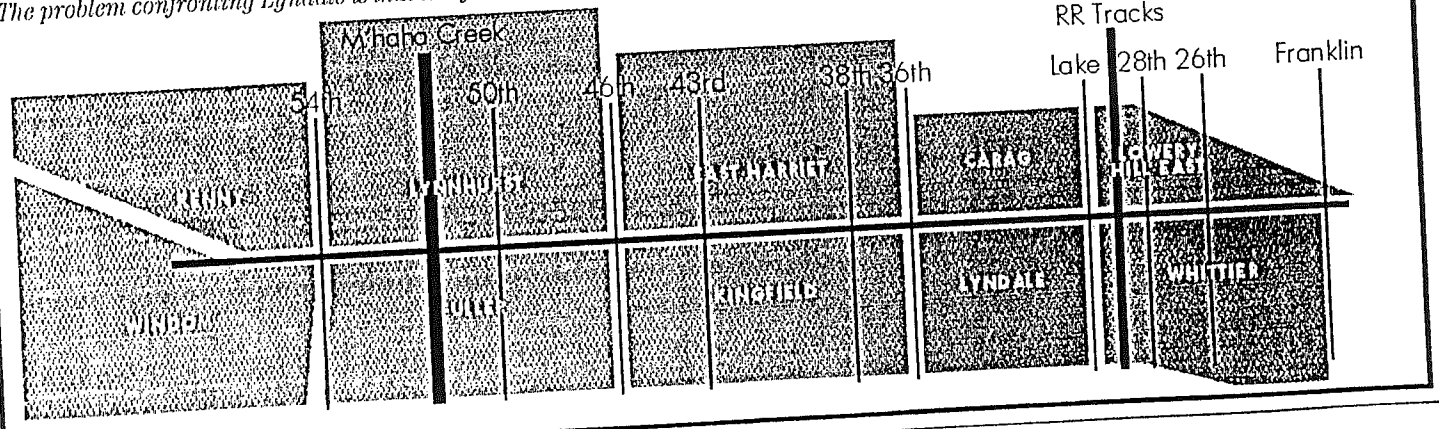
- Add a median down the middle or widen the boulevards to narrow the street and slow down traffic.
- Install parking bays.
- Reduce the street to a single lane except at intersections.
- Ban parking on one side of each block.
- Ban all parking on the street.
- Construct berms on the boulevards to reduce noise.
- Plant boulevard gardens.
- Put bicycles on adjacent/alternate routes.
- Design the roadway to reduce speed.
- Allow sculpture on the boulevards.
- Install stops signs rather than traffic signals.
- Install an ornamental (pedestrian level) lighting system.
- Install kiosks for community announcements.
- Create crosswalks of a different material or color of paint.
- Install decorative trash receptacles.
- Ensure institutions along corridor have adequate parking available to them.

With such public interest, need and demand, it was clear that something needed to be done.

THE LYNDALE AVENUE TASK FORCE.

The idea for a Lyndale Avenue Task Force (LATF) was formed at a subsequent meeting in July and interested individuals were asked to submit an application indicating their interest in participation. The task force was selected to represent the ten neighborhoods and business

The problem confronting Lyndale is that it defines ten neighborhoods while bisecting none. It is on the outside edge of each of them.



associations along the avenue from Franklin to the Crosstown, along with five at-large representatives. Jan Del Calzo was selected as chair, drawing upon her expertise as an Airport Commissioner, chair of the Lake Harriet Parkway Task Force and ten years as a City Council Policy Aide.

The task force has met regularly nearly every third Thursday from October 1994 to March 1997. The purpose of this document is to capture the process and the proposed vision for South Lyndale.

Over the course of the task force meetings, the group invited relevant guests to attend and speak on their areas of interest or expertise. These included:

- Rip Rapson, Design Center, and the Minneapolis Center for Neighborhoods
- Harrison Fraker, Dean of University of Minnesota School of Architecture
- William Morrish, Design Center
- Mike Monahan, Minneapolis Transportation Department
- Dallas Hildebrandt, Minneapolis Transportation Department
- Bob Miller, Neighborhood Revitalization Program
- John Meldahl, Lyn-lake Association
- Bill Baxley, the Gateway Project (Lyndale from the 56th Street to the Crosstown)
- Dick Loeffler, MCTO Manager of West Metro Operations
- Greg Finzell, Lexington Avenue Task Force

An excellent example of twenties style rowhouse, restored and fully occupied.

Early in the process, Task Force members took pictures of detractions, assets, and detriments to the avenue. Conversations centered around how the avenue is used. Included in these uses are crossing on foot and bike to access bus stops, lakes and neighboring streets. The avenue was acknowledged to be too busy to *walk or ride* on (too tense and nervous) with many residents using Kings Highway or Bryant for *driving* and avoiding the street altogether.

The avenue's amenities are hidden. Its many architectural gems, from houses to churches to row houses, include several businesses such as French Meadow Bakery, The Wedge, Jungle Theater, Crema Cafe, and its wide boulevards. An area for improvement includes the use of white stripes and no parking during rush hour, giving Lyndale more of a feel of a mini freeway than a residential street. Additionally, there are too many freeway looking signs south of 58th street, chainlink fences over Minnehaha Creek and suburban style developments, all encouraging speeding cars far in excess of posted limits. The conclusion was that as Lyndale is currently configured, it is used with some reluctance.

Clearly there is an opportunity to upgrade the avenue and enhance the neighborhoods.

MCTO AND U of M BUS TRAFFIC

STREET SECTION	BUS ROUTES	SAT	SUN	WEEKDAY
Lyndale – 62nd St to 54th St	4, 18, 47, 35C	90	51	206
Lyndale – 54th St to 50th St	4, 18	90	51	129
Lyndale – 50th St to 46th St	35B, 47, 35A, 52C	0	0	55
Lyndale – 46th St to 31st St	47, 35, 35A, 52C	0	0	58
Lyndale – 31st St to Franklin	4, 47, 52C	123	65	265
Bryant – 50th St to 38th St	4	123	65	158
Bryant – 38th St to 31st St	4, 23	171	101	237
Bryant – 31st St to Lake St	23	48	36	79
Grand – 48th St to 36th St	10, 35A	64	22	96
Grand – 36th St to 35th St	10, 35A	64	22	93
Grand – 35th St to 31st St	10	64	22	90
Nicollet – 62nd St to 50th St	18	109	56	141
Nicollet – 50th St to 31st St	18, 68	172	120	262
Nicollet – Cecil Newman to 24th St	10, 18, 68	236	142	353
Nicollet – 24th to Franklin	10, 17, 18, 68	345	207	445
1st – 31st to Cecil Newman	10, 18, 68	118	71	177
Blaisdell – 29th to Lake St	10, 18, 68	118	71	182
Blaisdell – Lake St to 31st St	10	32	11	45

SOURCE L BENNETT 11/10/94

One immediate step that Mike Monahan from the MTD indicated was to have the traffic lights re-timed to 22-23 mph. This was initiated in the fall of 1995.

It is apparent for several reasons why the revitalization of Lyndale is important as a residential avenue, as a major connector through south Minneapolis and as a commercial destination; Lyndale is not just a corridor but a destination.

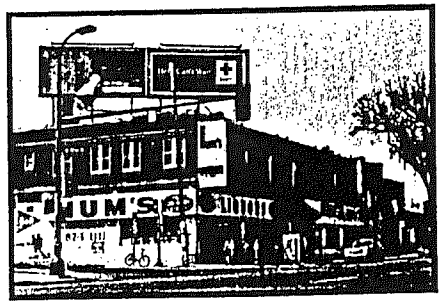
Business along Lyndale is thriving. New restaurants have opened and existing businesses are growing and reinvesting in their buildings. The Lyndale plan will have to address the issues of an expanded commercial market and facilities for both pedestrians and vehicles.

The revitalization of neighborhoods has become a principal focus for the city of Minneapolis in the past five years. During the 1980s downtown Minneapolis received most of the benefits of new development. Now as we look ahead to the next century, it is important that the city reinvest more in its neighborhoods and public right of ways to maintain the city's deserved reputation as a great place to live and grow, for both businesses and families.

The purpose of this study is to create a 21st century plan for south Lyndale from its connection to Hennepin Avenue near Loring Park to 56th Street near the Crosstown Highway.

MORE THAN CARS.

Lyndale Avenue is one of the grand old avenues of Minneapolis.



Much could be done to clean this up and improve both the look and the business.

LYNDALE AVENUE TRAFFIC VOLUMES

SECTION	1994 VOLUME	2010 VOLUME 0.5% GROWTH	2010 VOLUME 1.0% GROWTH
[illegible] to 26th St	24,300	26,300	28,500
[illegible] St	20,100	21,800	23,500
[illegible]	13,100	14,200	15,400
[illegible]	11,200	12,100	13,100
[illegible]	10,000	10,800	11,700
[illegible]	11,200	12,100	13,100
[illegible] St	13,700	14,800	16,100
[illegible] to 56th St	17,100*	18,500	20,100
56th to 58th St (NB)	5,100	5,500	6,000
58th to 61st St	11,200	12,100	13,100
61st to Crosstown	18,800*	16,000	17,400

*1992 TRAFFIC COUNT

SOURCE: MINNEAPOLIS TRANSPORTATION DEPARTMENT

Built along the early lines of the city, it reflects the streetcar approach to urban planning. Every neighborhood had small clusters of merchants for those who lived nearby. With the expanded use of the automobile, the demise of light rail and the sprawl into suburbia, the vitality of these stately streets has suffered. Lyndale, like many other grand corridors has suffered because of the perception that it is an "in-between" space connecting the center city to the southern suburbs.

Clearly it is time to recapture the streets as public places, where cars are allowed in. It is vital to the sustenance and livability of Minneapolis to avoid the mistakes of Cleveland and Detroit and look to better role models. Research is available to show alternative models. Toronto has successfully converted transportation corridors into destinations, while Berkely now controls traffic flow along an entire street, not just the intersections. Lyndale is a connecting ribbon of various neighborhoods and street needs.

A BRIEF DRIVE.

North Minneapolis, the central cultural district and South Minneapolis are all connected by Lyndale Avenue. It is the only street through the entire length of the city. It is one of the metro's longest streets, running from northern suburbs through the city to it's southern border neighbors Richfield and Bloomington.

South Lyndale (Franklin to Crosstown) has always been more than a corridor to the southern suburbs. While it has a reputation as a busy thoroughfare, the avenue is primarily residential south of 30th Street, and single family south of 36th. Accented with three major retail intersections. Lyndale is a prominent, stately street and a major avenue to cross for the eastern neighborhoods to gain access to the lakes on the west.

South Lyndale is an avenue of beautiful houses, expansive churches and vital retail centers, including the busy intersections of Franklin and Lyndale, Lake Street and Lyndale and south 54th street and Lyndale.

Lyndale Avenue is currently lost in the confusion of the

VEHICLE TRAFFIC VOLUMES AT POINTS IN TIME

STREET LOCATION	1958	1962	1966	1967/68	1972	1992
Lyndale, 35th to Lake St	18,618	18,009	17,300	13,733	10,444	14,420
50th, Penn to Dupont	12,730	14,094	12,947	8,638	9,817	13,740
50th, France to Xerxes	11,718	14,337	NA	10,123	13,900	12,590
Lake St, Lyndale to Hennepin	16,402	22,718	24,525	18,360	23,439	27,140
Hennepin at Franklin	26,585	21,670	24,978	20,300	24,676	32,230

*24 hour weekday summer count, should be discounted six to ten percent to make comparable to average annual daily traffic.
**Average annual daily traffic

SOURCE: MINNEAPOLIS TRANSPORTATION DEPARTMENT

Hennepin/194 bottle neck, losing its identity in the massive intersection. The street begins to look less like a city street and more like an on-ramp for the freeway. The connection to Hennepin is poorly designed and lacks aesthetics to define the area as an urban hub and not "freeway".

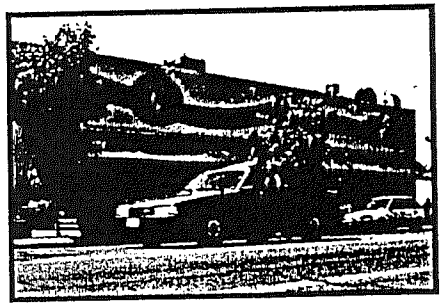
The plan presented in the Hennepin Avenue strategic plan for the Hennepin/Lyndale intersection 'bottleneck" is endorsed by the LATF. The plan provides a traffic calmed plan, logical street connections, pedestrian amenities, street lighting and increased landscape planting. The avenue continues into the Franklin Avenue business district, which includes restaurants, apartment buildings, small shops, including the city's largest co-op.

As Lyndale continues south toward Lake Street, it merges into a mix of single family housing, apartment buildings, restaurants, small businesses and the upcoming Midtown Greenway. Recapturing the 29th Street corridor, the Midtown Greenway will connect Lyndale Avenue to the lake paths and the Mississippi river paths.

The flavor of Lyndale changes from the Greenway to 31st street as it crosses Lake Street. The Lyn/Lake intersection is an eclectic thriving area of many retail businesses, including venues to purchase art supplies, picture frames, woodworkers tools, imported foods, the Jungle Theatre and restaurants. Access to this commercial area is from all four directions and often the traffic experiences congestion from cars waiting to make left hand turns.

At 31st Street, Lyndale changes into an avenue of residential homes dotted with occasional convenience stores as well as small restaurants and coffee shops, at 32nd, 36th, and 40th streets. The commercial intersection of 36th street connects four neighborhoods and is a hub of activity between Bryant and Lyndale.

South to Minnehaha Creek, the avenue is one of large houses and several of the city's finest churches. The crossing at the creek is a narrow bridge giving way to the busy retail center at 54th



Fresh baked bread is served here to standing room only crowds.

ROADWAY CLASSIFICATION & LANE WIDTH

CLASSIFICATION TWO	PROJECTED AVE DAILY TRAFFIC	DENSITY	NO. OF LANES	NO PARKING LANE WIDTH	PARKING ONE SIDE WIDTH	PARKING BOTH SIDES
Collector	200 – 5,000	Low	2	26'	32'	38'
	1,000 – 10,000	High	2	26'	32'	38'
	200 – 5,000	Low	4	44'	52'	60'
	1,000 – 10,000	High	4	44'	52'	60'
Arterial	5,000 – 15,000	Low	2	26'	32'	42'
	5,000 – 15,000	Low	4	44'	54'	64'
	12,000 & Up	High	4	44'	54'	64'

Collector (Low density) – Feeder facility from neighborhood and local streets.
Collector (High Density) – Collects traffic from local and feeder streets and connects with arterials.
Arterial (Low Density) – Serves intracommunity travel. Augments high density arterial system.
Arterial (High Density) – Forms backbone of urban network. Serves as through facility.

SOURCE DEPARTMENT OF TRANSPORTATION, STATE AID FOR LOCAL TRANSPORTATION DIVISION, STATE AID OPERATIONS RULES, CHAPTER 8820, JULY 1993 EDITION.

street. This commercial node contains senior housing, library, grocery store, a car dealership, body shop, coffee shop, movie theater, pet hospital, bank, realtors and more.

Moving south from the 54th street area, Lyndale loses its sense of enclosure as it shifts west and into a freeway entrance. To connect to Lyndale Avenue, you actually have to make a left hand turn at 58th street to stay on Lyndale.

The retail growth on Lyndale has never been higher. Businesses are thriving and reinvesting in the neighborhood, to make their businesses more attractive and desirable.

The challenge of the LATF is to balance the residential street qualities and traffic demands of the thriving commercial districts.

MANY NEIGHBORHOODS WITH A COMMON BOND.

Lyndale borders many neighborhoods, but bisects none. It's personality changes as it travels from single family residential, to mixed housing, to retail.

One of the challenges to Lyndale Avenue is that it is a defining boundary for ten neighborhoods. By definition, since it is on the perimeter of each neighborhood, it is not the prominent issue in any one neighborhood. Because of this, the avenue will have to look to itself for growth and change.

THE CHALLENGES FACING LYNDALE.

Lyndale Avenue, like much of the inner city, is at a crossroads. Left in its current condition, it will evolve into a speedway, with no more use than to hustle traffic north and south. With care and nurturing the avenue can reclaim it's heritage as pedestrian friendly, with prosperous businesses and gently flowing traffic.

While not as large as Uptown, Lyndale has a thriving business community. The private sector along Lyndale is not capable of funding adequate improvements to the street without state and city funding.

The basics of infrastructure,

sidewalks, curbs, lights, benches and public signage are in sore need of repair.

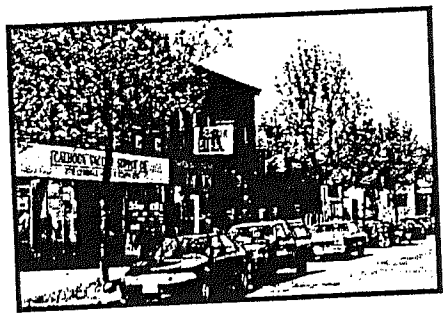
While cobra head lighting (existing roadway lighting) identifies intersections, it does nothing to convey the street as a pedestrian friendly boulevard.

While traffic volumes are high during short rush hours, the rest of the time the avenue carries relatively light traffic and could be redesigned to reflect this.

THE OPPORTUNITIES FOR LYNDALE.

There are many positive assets of Lyndale that make it logical to restore this corridor. And the good news is that much of what Lyndale needs is already there. The existing strengths of Lyndale are:

- It is one of the major Avenues of south Minneapolis.
- The surrounding neighborhoods are strong, organized, active, growing and committed to reinvestment.
- Most of Lyndale is developed as well maintained single-family and multi-family housing.
- Seed money is available to assist in planning and construction.
- The redesign of Lyndale Avenue will need additional funding from a public source to be utilized. A complete assessment against the business residents is not a plausible alternative.
- Lyndale Avenue is scheduled for a City of Minneapolis repaving project between 1999 and 2003.
- Funds from the city and municipal state aid (MSA) are available if certain design standards are met.
- Maintain traffic flow albeit at moderate speeds to keep "bandit" cars from short cutting the neighborhood.
- The mature elm trees, wide boulevards and unique mix of destinations define Lyndale Avenue.

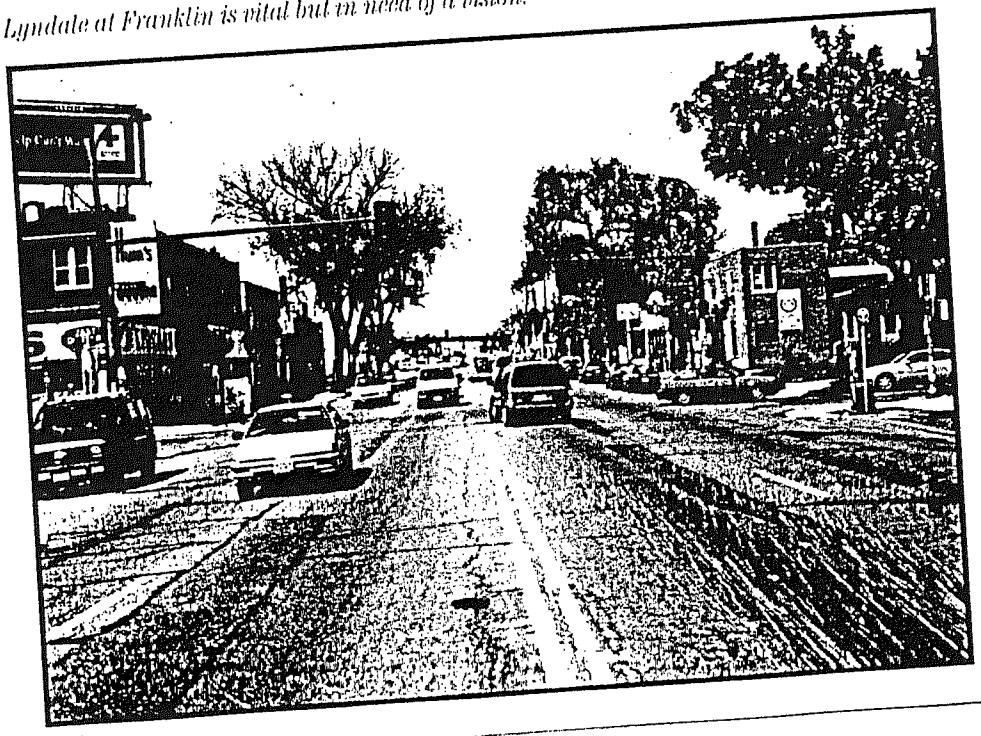


Lyndale is famous for its many restaurants. The Egg & I has been serving breakfast on Lyndale for over ten years.

THE OBJECTIVES

A model for the next century.

Lyndale at Franklin is vital but in need of a vision.



Compared to other Minneapolis urban corridors, the plan for Lyndale is relatively easy. While the street itself is in disrepair, sorely in need of humanizing amenities as well as more thoughtful traffic planning, the Avenue – for the most part – is comprised of well maintained houses, apartments and businesses. There are individual buildings which require better upkeep, (however, the avenue has continued to evolve over the years).

The task force has come up with overriding objectives to act as benchmarks for the improvement of Lyndale Avenue.

- Create a more pedestrian friendly and transit calming atmosphere along south Lyndale, including pedestrian level lighting, better paving, street furniture and planting.
- Maintain current levels of vehicular traffic on the avenue but use design strategies that will reflect a smart street strategy and slow down the speeding traffic.
- Encourage businesses to maintain and improve their properties with incentives, design support, community involvement and decent off street parking opportunities.
- Require new development to correspond to the setbacks, heights and masses of the traditional buildings along the street.

led the LATF to divide Lyndale into five basic sections:

- Franklin to 28th Street,
- 28th Street to 31st Street,
- 31st Street to 38th Street,
- 38th Street to Minnehaha Parkway, and
- Minnehaha Parkway to 56th Street.

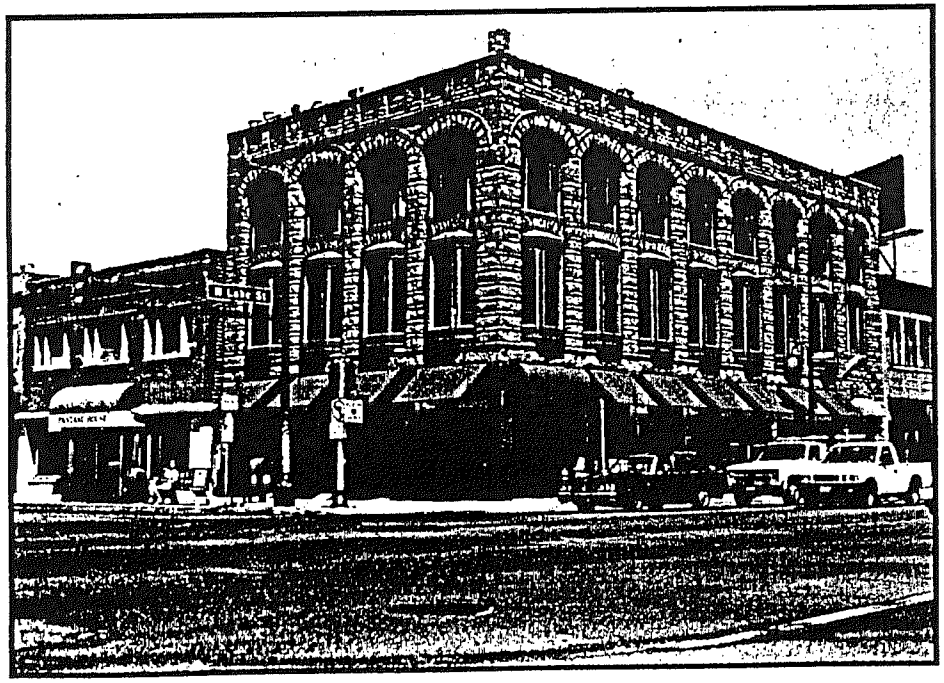
LATF acknowledges the Gateway design between 56th and the crosstown as a sixth section with compatible design objectives.

While each section has a unique flavor and recommendations which are described in detail in the following pages, there were common recommendations for the entire avenue.

1. Develop pedestrian-scaled lighting from Franklin to 56th street. Improve the aesthetics of the street with other pedestrian amenities such as benches, banners, pocket parks, transit hubs, trees and service kiosks.

2. Create a set of design criteria for business expansion or growth, giving clarity to the street by specifying what architectural and urban design elements would be subject to review (parking,

Lyndale and Lake is a mix of restaurants, shops and theater.



3. Use Neighborhood Revitalization Program (NRP) to create a revolving fund to cushion loans for neighborhood projects. Use funds to buy down interest on rehabilitation, small business, streetscape improvements, or loans for neighborhood initiated developments or uses (shared parking, open spaces, etc.).

4. Develop a plan which the businesses, residents, city staff and council members can support.

5. Realize the street is an evolving dynamic entity which needs a similar design theme in each section.

6.Celebrate the diversity of the neighborhoods with unique landmarks identifying a "sense of place."

DESIGN OBJECTIVES

The avenue can be reasonably divided into five sections. Each section has its own physical characteristics and design requirements. A list of design aspects were identified as criteria for the development of design

"Remember the aged, yes even you are getting older." A watch word on Lyndale for fifty years.

objectives, issues and strategies, for each section, and the street as a whole. The aspects are:

- Building Character
- Land use and Zoning
- Traffic and Parking.
- Public Transportation
- Streetscape
- Open Space

The following ideas represent a section by section examination of issues for South Lyndale.

The Franklin Intersection serves as a major gateway to Lyndale from the north. With easy access from the freeway and as the southbound connection from downtown, this busy intersection and two block area attracts significant pedestrian and vehicle traffic.

Pedestrians using the businesses that border Lyndale on both sides are surrounded by dense and fast moving traffic. With such Minneapolis landmarks as Rudolph's Barbeque and The Wedge Co-op, the interchange attracts many people.

Rudolf's Barbeque is a destination restaurant not only for the Twin Cities, but for the midwest.

Building Character.

The buildings are primarily two story business structures with several houses converted into small shops and offices.

Land Use and Zoning.

Residential uses are primarily zoned R6, the highest density resi- and some residences are zoned B2S3 or B3-3.

Traffic and Parking.

Large volumes of traffic – over 26,000 vehicles per day – pass through this section, which is a junction to I-94. Several businesses have off street parking including Rudolph's with the largest off street parking lot on the west side of Lyndale.

Public Transportation

Bus lines 4, 17 and 52C operate along this section. Many south Minneapolis bus riders use bus stops in this area. While there are several shelters and benches, they are not particularly pedestrian friendly.

Streetscape.

There is little quality in the pedestrian streetscape. The heavy traffic has pressed the right-of-way to the edges of private property at Franklin. Wide sidewalks are constructed directly against the street without a planted boulevard. Pedestrian crossings are few and dangerous. Pedestrian-scaled street elements such as street trees, lighting and neighborhood identities are virtually non-existent. Parking lots are congested, not landscaped and lack significant off street parking volumes. Excellent examples of new urban design are the Wedge Co-op and Super America respecting the urban design motif.

The Wedge Co-op is one of the largest in co-ops the United States.

Open Space.

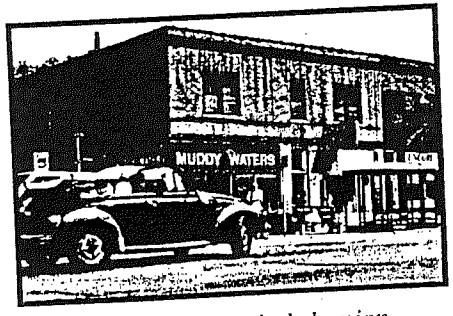
There is little open space to the south of Franklin. The open space to the north is defined by the freeway is all related to access ramps and the Lowry Tunnel.

General Character.

From 22nd to 28th street, Lyndale supports a mix of single houses, duplexes, apartment buildings and various retail businesses. This is an incredibly diverse area and there is not a typical block. It's an area with a surprising number of restaurants, many offering outdoor seating. The street is free of fast food and franchise businesses, (with the exception of Super America, which on the total length of south Lyndale has five stores). Over forty elms remain stoic and grace the boulevards.

Building Character.

The buildings along this section between 1915 and 1925 show that this was deemed an attractive and convenient street to live on. Several houses have been converted to businesses. Businesses at the corner abut the public right of way.



Muddy Waters reflects the bohemian attitude of this part of Lyndale.

Land Use and Zoning.

Residential uses are primarily zoned R6, the highest density residential category. Commercial uses and some residences are zoned B2S3 or B3-3.

Traffic and Parking.

This section carries over 20,000 vehicles per day with two lanes of traffic plus one parking lane in each direction. The parking is not restricted in any way, other than normal safety laws. The intersection of 26th, with its shops and restaurants, has the most need for parking demand.

The intersections of 26th and 28th represent important one way streets and the left hand turning traffic backs up during peak driving hours.

While most buildings are well maintained, some are in need of repair.

Public Transportation

Bus lines 4, 47 and 52C operate along this section. Each block is minimally served with shelters and benches.

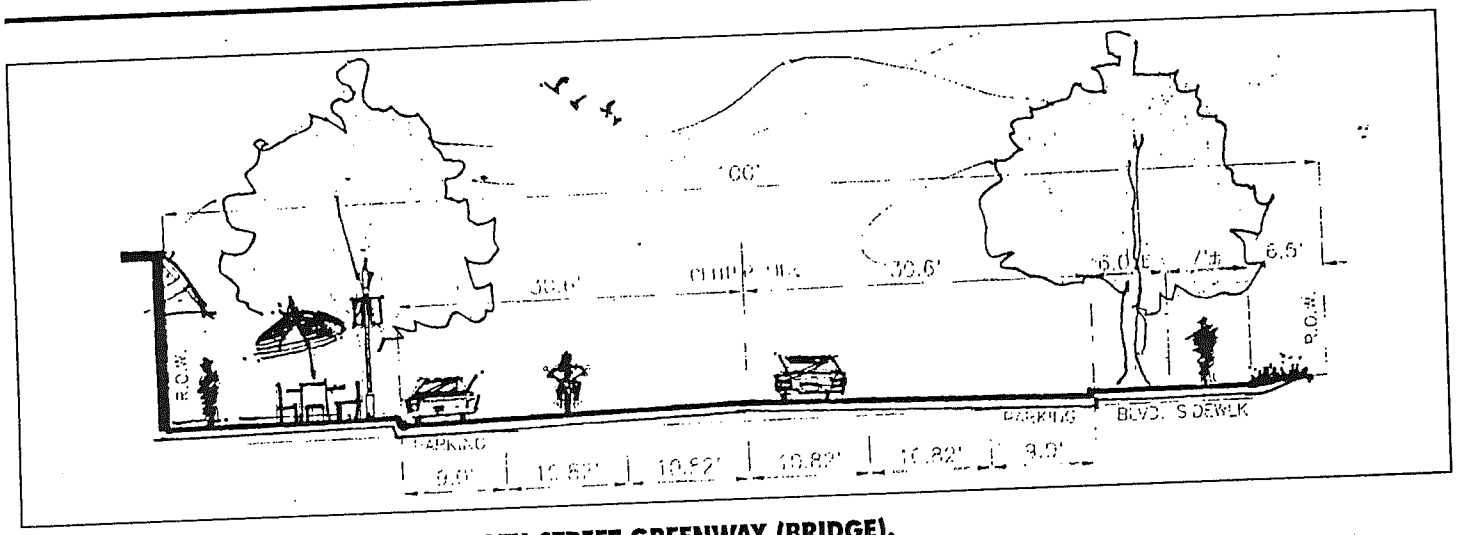
Streetscape.

The street is furnished sparsely and irregularly with little regard for pedestrians. Lighting is primarily for cars.

While many of the older elms are gone, there has been replanting of other trees.

Open Space.

The only significant open space comes at the crossing of the 29th street greenway.



LYNDALE AREA ONE: FRANKLIN TO 29TH STREET GREENWAY (BRIDGE).

EXISTING CONDITIONS:

Existing right-of-way: 100'
Existing curb to curb distance: 60'
Classification: High density arterial
Required width for four lanes of traffic with parking (MSA standards): 64'
1994 traffic volume: 20,100 to 24,300 daily trips
Bus Usage: 240 trips per day

PROBLEMS:

Off street parking needed in 24th to Franklin area - should be screened and landscaped and integrated into the urban setting.
High bus usage must be accommodated.
Southbound Lyndale traffic needs left turn help at 28th Street.
Needs a variance from MSA standards (64') for 4 traffic lanes and 2 parking lanes.
Queuing space for 194 traffic on Lyndale needed if traffic is to flow freely; i.e., East bound ramp north of Franklin.
Lack of neighborhood involvement in planning.
Large boulevard trees scattered throughout will be lost if street is widened.
Neighborhoods with cut through vehicular traffic.
Difficult to cross.

GOALS:

Encourage and facilitate visible crosswalks/pedestrian crossings at corners.
Maintain parking on both sides for business, community and high density residential areas.
Bump outs at corners to reduce crossing distance for pedestrians and to calm traffic.
Preserve existing trees to the greatest possible extent.
Improve intersection and decorative street lighting for safety and aesthetics.
Acknowledge 29th Street Greenway in some way - connection, signage, etc.
Encourage boulevard beautification.
Encourage facade to facade improvement as part of the project.
Incorporate private property improvements by adding to assessment.

PROPOSED LAYOUT:

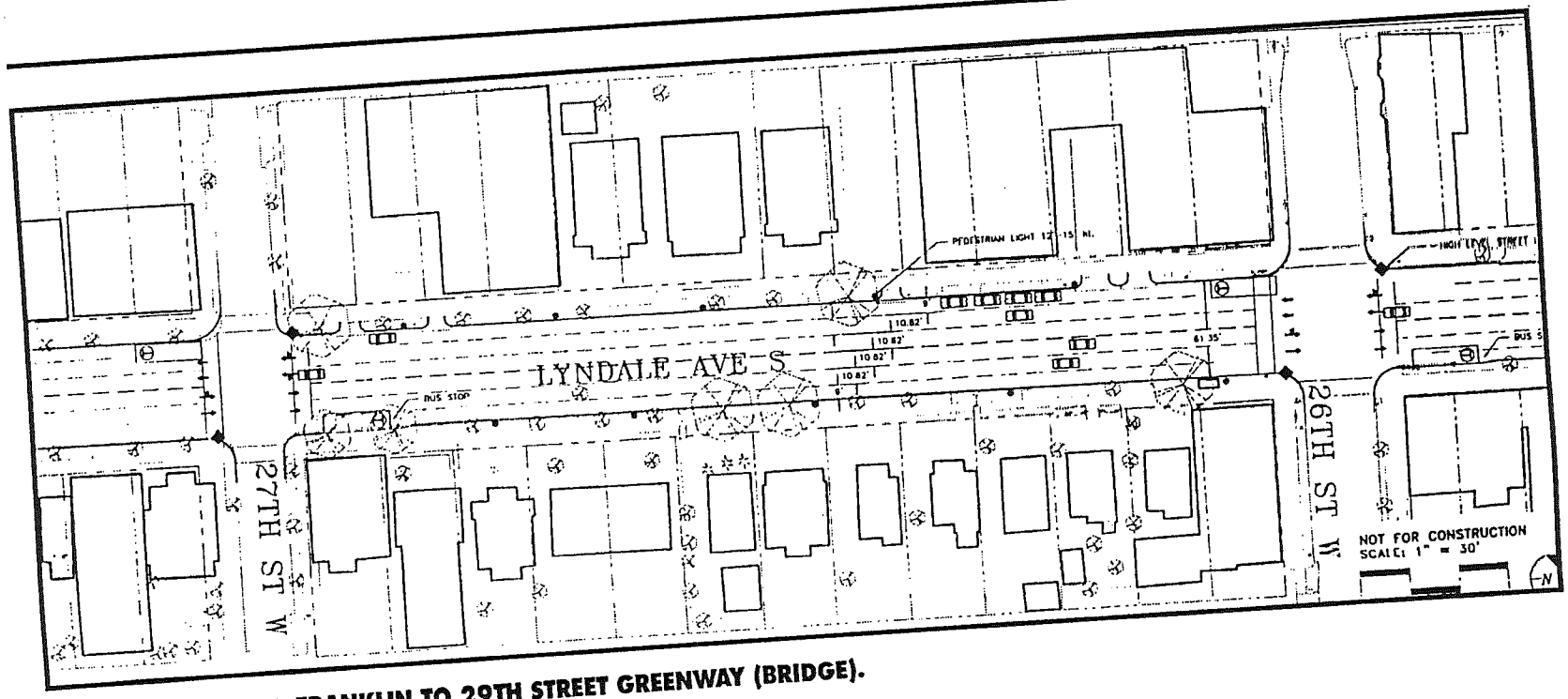
Two lanes of traffic each direction.
Parking lanes both sides.
Bump outs or bays in parking lanes to protect existing trees.
Bus stops to be on far side northbound, near side southbound.
Concrete island at 28th Street facilitates south bound left turn lane.
Maintain 60' curb-to-curb face with variance to MSA standards.
New high level lighting at intersections (downcast shoebox fixture).
Pedestrian level ornamental, broadcast lighting along the street (minimum four per block and more if possible).
Contrasting material to delineate crosswalks.
Left turn lane and signal at 28th Street for south bound Lyndale traffic.
Bump out southwest corner at bus stop corners to shorten crossing distances.

PROS OF PROPOSAL:

Accomplishes most of goals.
Financially realistic.
Timing of project allows tree root pruning, inventorying of trees.
Does not incur additional liability for the City and its taxpayers.
Funds improvements through MSA funds, City funding sources not just property owners assessments.
New MSA landscaping standards allow 10% of improvements to be in landscape materials.

CONS OF PROPOSAL:

May take some trees.
Needs a variance from MSA standards to maintain width.



LYNDALE AREA ONE: FRANKLIN TO 29TH STREET GREENWAY (BRIDGE).

Typical block, Lyndale between 26th and 27th.

AREA TWO: LYNDALE AT LAKE STREET BUSINESS SECTION

General Character.

Lyndale and Lake has been described as the next Uptown. This is noted with the growth of Tatters, the Jungle Theater (and their proposed move into the old Sandys Bar building), as well as its ethnic restaurants, food shops, art supply store, hair salons and more. All this creates an intense metropolitan destination with a high density residential neighborhood in close proximity.

Building Character.

The intersection buildings are primarily two and three story buildings with the exception of a couple that tower five and seven stories. Buildings that were built in the early twenties typify the area. The relative height and degree of street enclosure contribute to a sense of the area's edges and define its identity.

Some structures have been maintained better than others.

Lyn-Lake has several imposing buildings.

Land Use and Zoning.

Largely commercial retail, much of the area is zoned B-3S.

The area is also zoned R-6, reflecting the highest category of residential.

Traffic and Parking.

The traffic at this intersection reflects the 20,000 cars that travel lake Street and the 20,000 that travel Lyndale at this intersection.

Because of the high parking requirements in the B-3S commercial categories, the businesses need to be supported by off-street parking. To this end, the Lyndale Business Association is already developing plans to build off street parking on Aldrich, in addition to modifying the existing off-street parking lots, combining them and offering the space to all shoppers. This needs to be encouraged by the LATF. Especially the parking behind the VFW and access to and from Lyndale.

Public Transportation

This zone provides one of the cities busiest bus transfer points. Bus lines 4, 47 and 52C operate along this section. There are bus shelters at this busy intersection with transfers to Lake Street, the Metros busiest bus line.

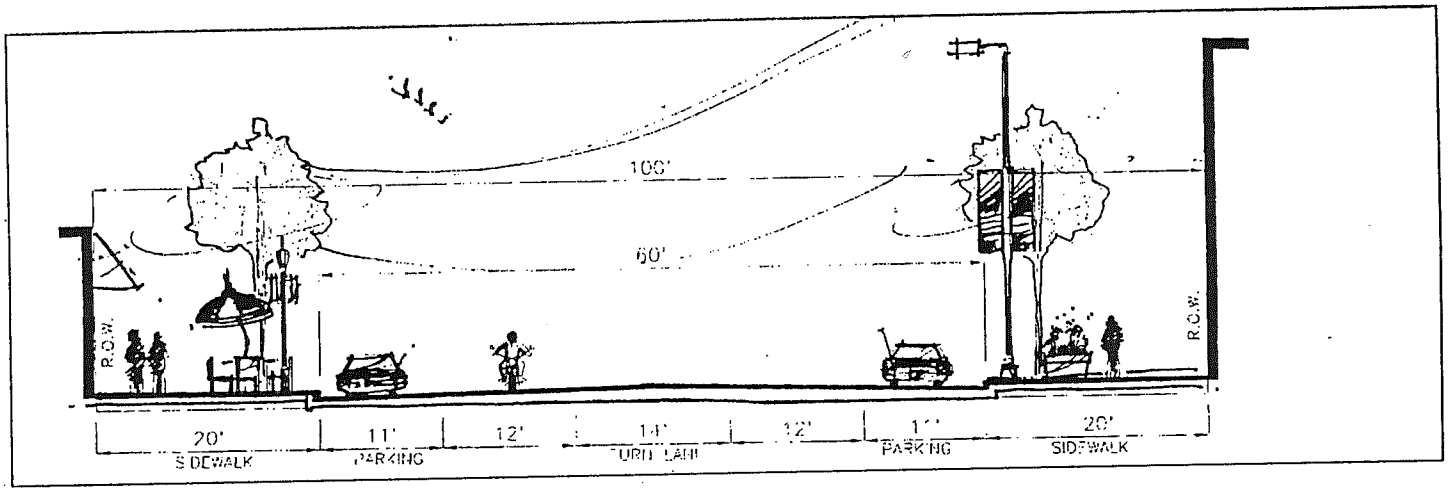
Streetscape.

Defined by the two and three story commercial buildings and the fairly tall (for this part of town) office buildings, the intersection creates a very commercial and urban setting. There are few trees planted and the effect is one of concrete and brick.

The bridge over the 29th street greenway is bleak and without inspiration. Much could be done to connect the bridge to the Greenway.

Open Space.

The only open spaces are the 29th street greenway and the wide sidewalks. We will need to work with the greenway project for connectors to the trailway system. The area restaurants and coffee shops, as well as a hair salon, have outdoor seating. There have also been produce markets at the intersection. The Lyndale Festival attracts thousands to the annual fete. The 20' wide sidewalks define Lyndale as unique to Lake Street and Uptown.



LYNDALE AREA TWO: 28TH STREET TO 31ST STREET.

EXISTING CONDITIONS:

Existing right-of-way - 100'.

Existing curb to curb distance - 60'.

Classification: High density arterial

Required width for four lanes with parking (MSA standards): 64'.1994 traffic volume: 20,100 to 24,300 average daily.

PROBLEMS:

Left turn at 29th Street for northbound traffic has poor visibility because of hill.

Left turns at Lake Street are difficult for both north and sound bound Lyndale traffic.

Left turn access needed at 31st Street for southbound traffic.

GOALS:

Business community wishes to retain as much street parking as possible.

Business community wishes to retain the 20' sidewalk width.

Support special services district for Lyndale/Lake Businesses.

Support off street parking efforts i.e. VFW lot.

Maintain urban edge of buildings throughout commercial district (zero setback for new structures).

Support commercial streetscape of lighting, signage, landscape and pedestrian cluster areas.

Reduce scale of 31st Street intersection.

PROPOSAL:

Bus stops on far side north bound, far side south bound at Lake.

One lane of traffic in each direction with center turn lane and parking on street.

Parking transition to right turns at Lake.

Left hand turn lanes northbound and southbound at Lake Street and southbound at 31st Street. The latter also helps transition to area south of 31st Street. No arrow or preference for left turn lane at 31st or Lake Street.

Maintain sidewalk at present width, may be wider in some areas.

Right turn lane at Lake Street northbound/southbound.

PROS OF PROPOSAL:

Maintains on street parking and 20' wide sidewalks.

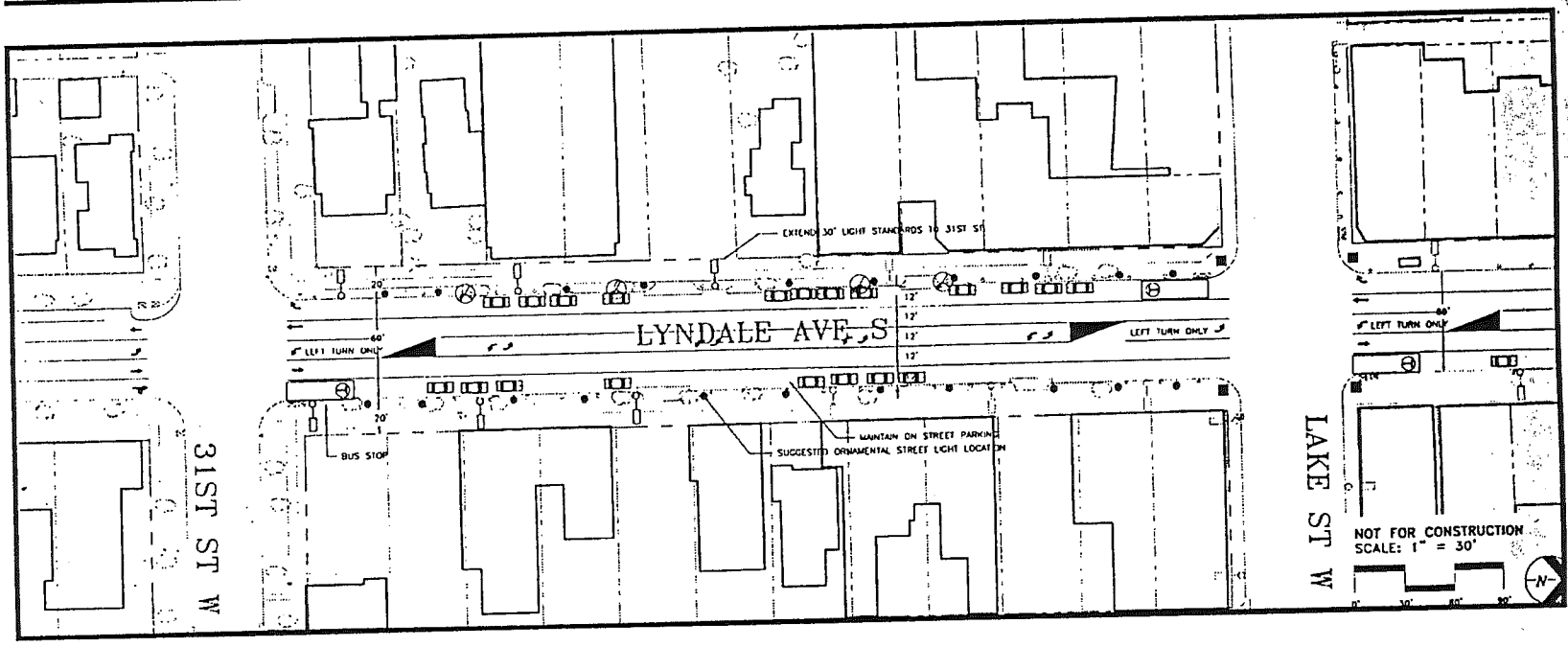
Meets MSA standards.

Street width may be reduced to 58' mid-block, 58' at bus stops.

Allows protected left turn lane to businesses between 29th and 31st Streets.

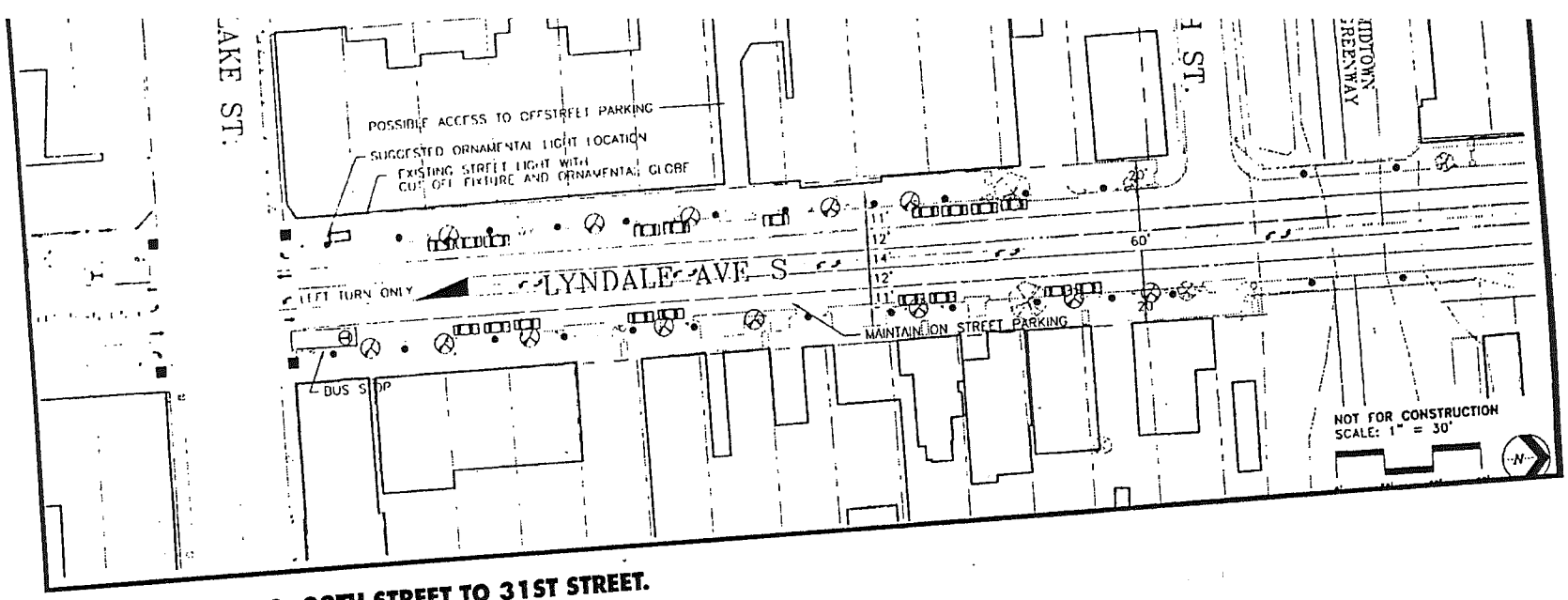
Provides ample space for trees, lights, street furniture, banners, plantings building signage and sculpture.

CONS OF PROPOSAL:



LYNDALE AREA TWO: 28TH STREET TO 31ST STREET.

Typical block Lyndale between 28th and 29th.



LYNDALE AREA TWO: 28TH STREET TO 31ST STREET.

Typical block Lyndale between Lake and 31st.

LYNDALE AREA THREE: 31ST STREET TO 38TH STREET RESIDENTIAL SECTION.

General Character.

This part of the avenue is primarily mixed-density residential in appearance with free standing two story houses, duplexes, apartments and a few odd businesses. The boulevard is 5 - 7' wide between 31st and 38th.

Building Character.

Residential buildings include two and one-half story single family and duplex units from the turn of the century as well as multi-unit brick apartments. Several new businesses have adapted existing buildings (Crema Cafe) and there is one instance of an old and charming White Castle moved onto the avenue.

Land Use and Zoning.

Most of the zoning is residential R2A, or R2B and R5.

Traffic and Parking.

Average daily traffic falls off to about 11-13,000 cars south of 31st street and drops even further as you continue south. During peak hours parking is regulated for morning and evening rush hour traffic. Parking is generally not a problem in off peak hours.

Classic twenties buildings fight with cookie-cutter convenience stores.

Public Transportation

Several routes operate on this section (35A, 35B, 47 and 52C) with most bus service operating along Bryant to the west and Grand to the east.

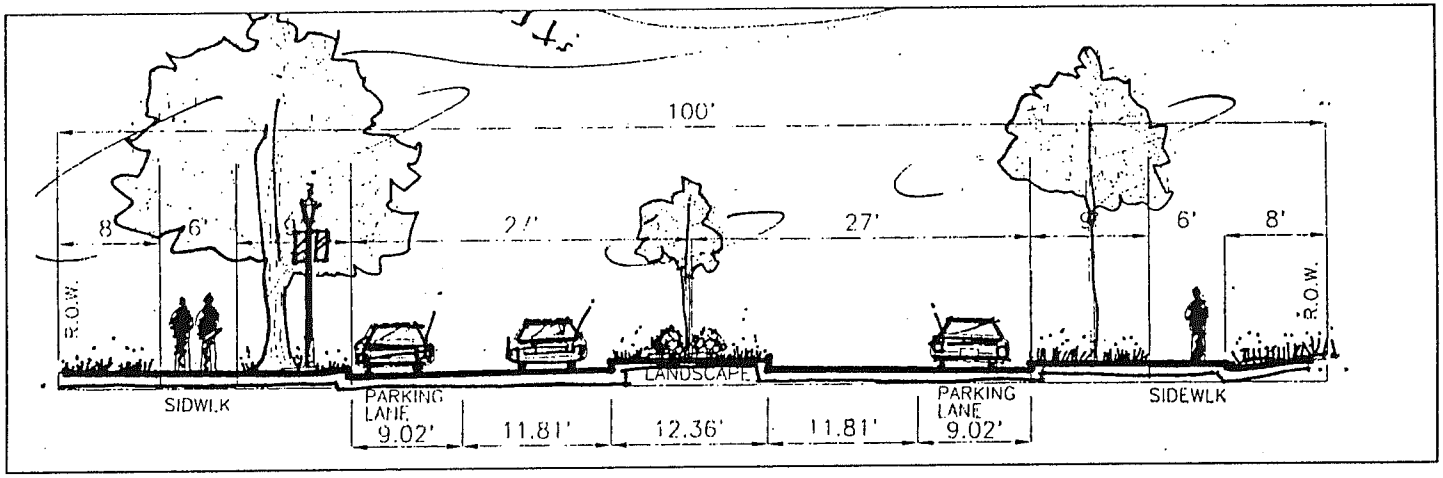
Streetscape.

The boulevards in this area are wide and allow much opportunity for improvement. Most elm trees are lost but there has been much re-growth of other trees.

Buildings are well maintained.

Open Space.

Painter Park is large and well used and accounts for the only open space along this section. The stately elm trees and wide boulevard identify this area of Lyndale from all other urban transit corridors.



LYNDALE AREA THREE: 31ST STREET TO 38TH STREET.

EXISTING CONDITIONS:

Existing right-of-way: 100'.

Existing curb to curb distance: 54'.

Parking on both sides and four lanes of travel.

Duplexes and medium density residential land use with commercial at corners.

Classification: low density arterial - 5,000 - 15,000 daily trips.

1994 traffic volume: 11,200-13,000 daily trips.

Bus Traffic: 58 bus trips daily on this section includes U of M and 35A.

GOALS:

Maintain parking on both sides of street for commercial and high density residential use.

Delineate crosswalks.

Facilitate left turns at corners.

Consistent lighting design to promote safety and aesthetics.

Coordinate street design with edge treatment of boulevard shrubs and signage.

Encourage business community to enhance facades, possibly with NRP help.

PROPOSAL:

One lane of through travel in each direction.

Maintain parking on both sides without bays and width at 54'.

Landscaped wild roses 10' wide median with irrigation and boulevard trees.

Pedestrian level lighting within the block, high level lighting at intersections

Bus stops on far side northbound, far side southbound.

Protected left turn lanes at ends of each block by cutting back center median to allow stacking.

Bump out nodes at SE and NW corners of each intersection.

PROS OF PROPOSAL:

Traffic calming.

Center landscaped median.

Innovative, identifies Lyndale and Carag neighborhoods.

Narrower pedestrian crossings of 48'at corners.

Protected left turns at every corner.

Center median provides a prettier setting.

Provides a neighborhood identity and ownership of median.

Maintains existing width of the street.

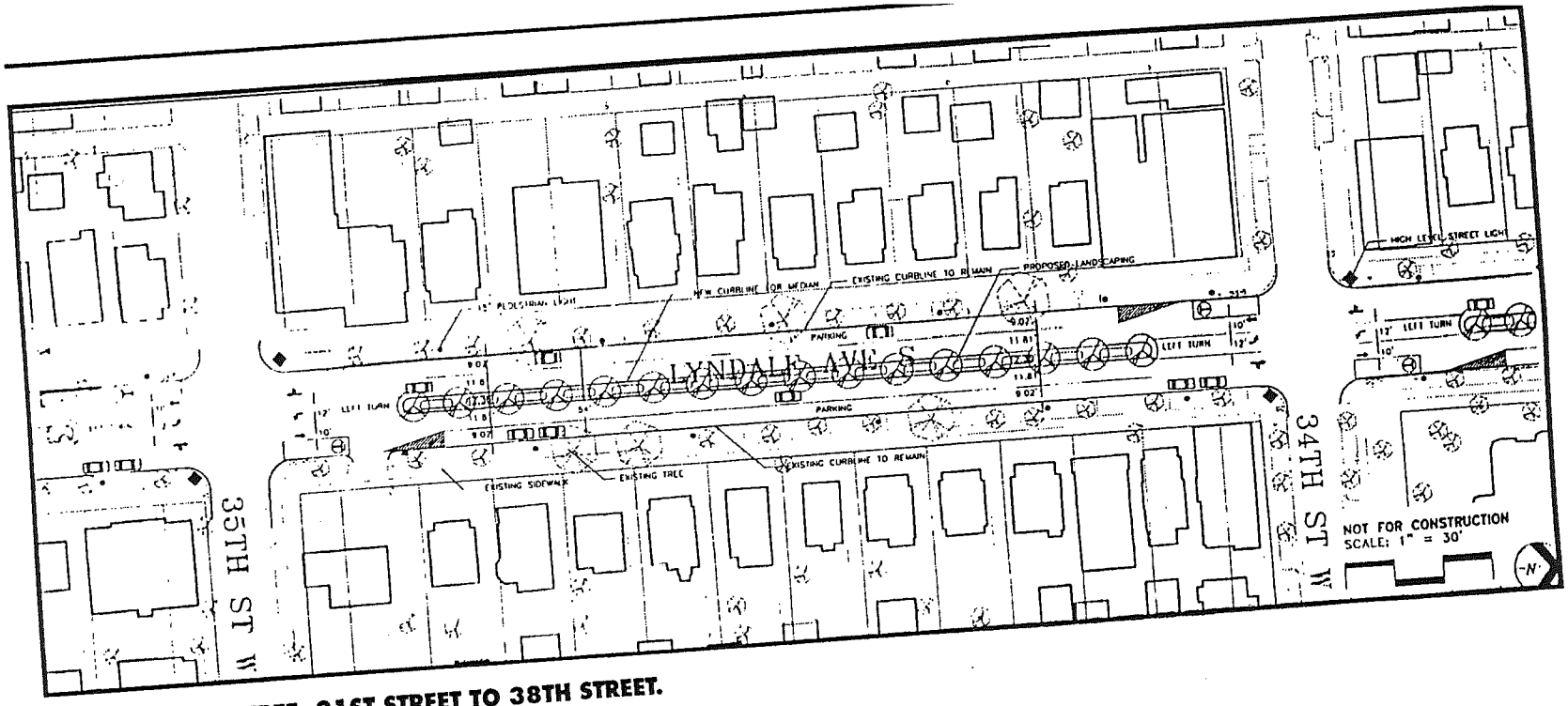
CONS OF PROPOSAL:

Emergency traffic route may be through neighborhoods.

Requires a responsible party to maintain irrigation and landscaped median.

Will one lane of traffic carry the projected load.

Green space is visual in the street, not useable.



LYNDALE AREA THREE: 31ST STREET TO 38TH STREET.

Typical block Lyndale between 34th and 35th.

AREA FOUR: LYNDALE FROM 38TH TO MINNEHAHA CREEK RESIDENTIAL SECTION

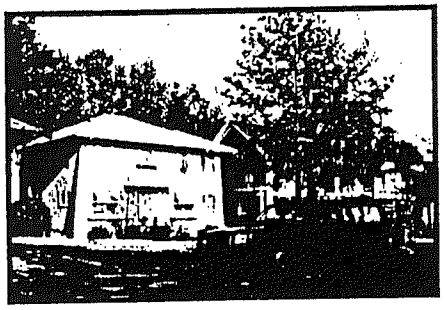
General Character.

This part of the avenue is primarily mixed-density residential in appearance with free standing two story houses, duplexes, apartments and a few odd businesses. The boulevard is 16 - 18' wide between 38th and Minnehaha.

Building Character.

Residential buildings include two and one-half story single family and duplex units from the turn of the century as well as multi-unit brick apartments. However this section also contains several tacky Super Americas as well as the gas stations at 36th Street.

Housing along this section includes some of the nicest in the Twin Cities.



Lyndale is home to some of the Twin Cities most gracious houses.

Many older buildings have been lovingly restored into thriving businesses.

Land Use and Zoning.

Most of the zoning is residential R2A, or R2B and R5.

Traffic and Parking.

Average daily traffic falls off to about 11-13,000 cars south of 31st street and drops even further as you continue south. During peak hours parking is regulated for morning and evening rush hour traffic. Parking is generally not a problem in off peak hours.

Public Transportation

Several routes operate on this section (35A, 35B, 47 and 52C) with most bus service operating along Bryant to the west and Grand to the east.

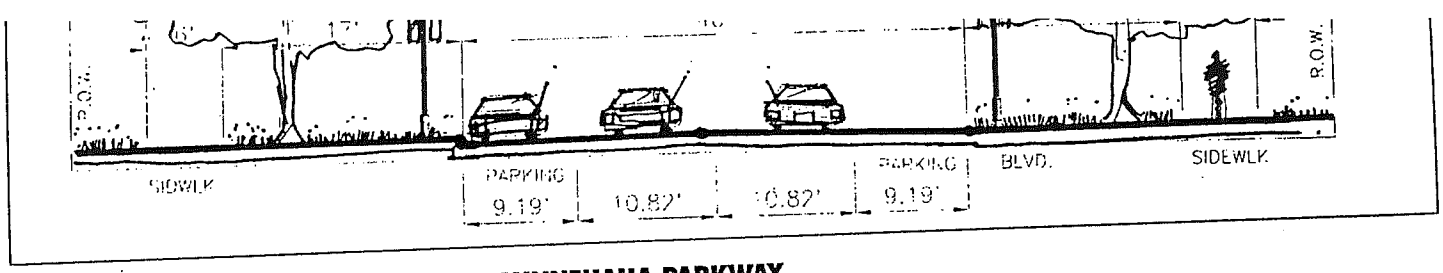
Streetscape.

The boulevards in this area are wide and allow much opportunity for improvement. Most elm trees are lost but there has been much re-growth of other trees.

Buildings are well maintained.

Open Space.

The stately elm trees and wide boulevard identify this area of Lyndale from all other urban transit corridors. Lyndale crosses Minnehaha Parkway and has a small connecting path.



LYNDALE AREA FOUR: 38TH STREET TO MINNEHAHA PARKWAY.

EXISTING CONDITIONS:

Existing right-of-way: 100'.
Existing curb to curb distance: 40'.
Restricted parking: 2 hours each in morning and afternoon peaks (7-9 a.m. & 4-6 p.m.).
Land use: Single family residential, very limited commercial.
Classification: Low density arterial (5,000-15,000 daily trips).
1994 traffic volume: 10,000 to 11,200 daily trips.
Bus traffic: Minimal

GOALS:

Maintain curb width and protect trees.
Slow traffic.
Delineate crosswalks by use of special materials.
Add intersection and pedestrian lighting to enhance safety and aesthetics.
Bridge at Minnehaha Creek should be visually pleasing and tie Lyndale Avenue with Parkway below and coordinate with Washburn Library.
Maintain traffic flow.

PROPOSAL:

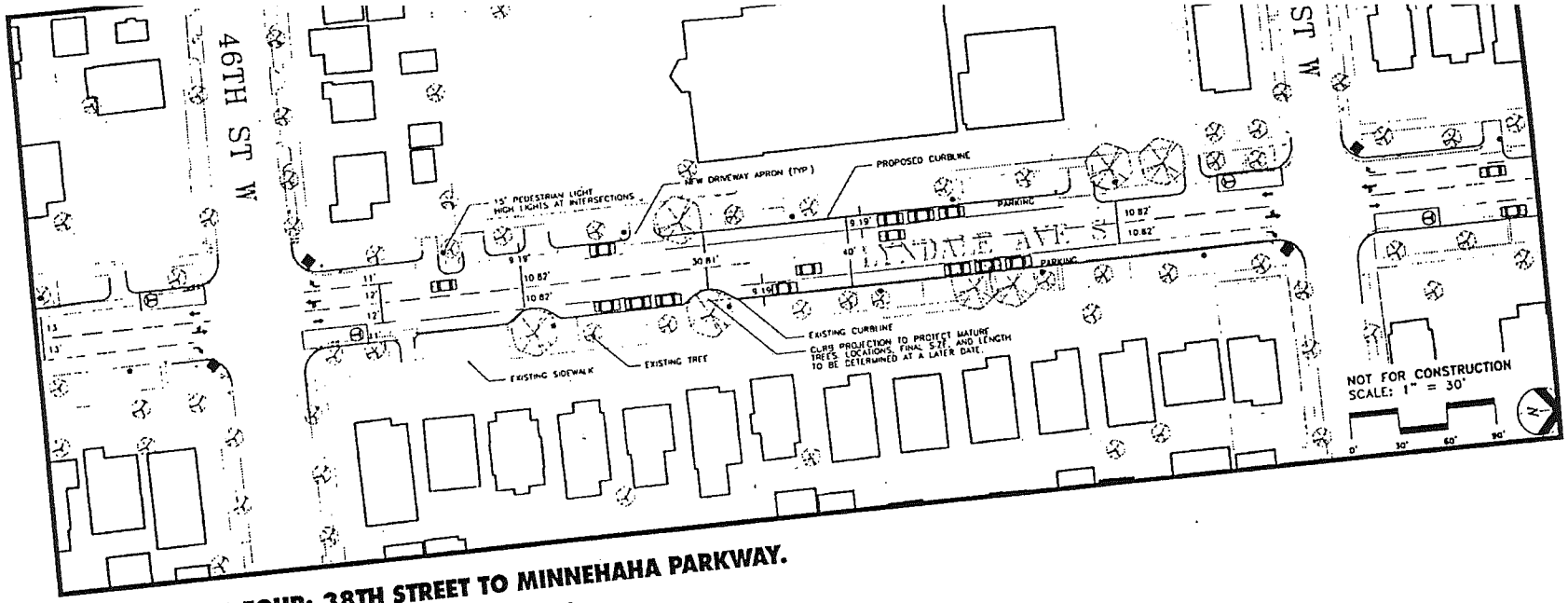
One lane of traffic in each direction.
Parking bays on both sides of street
Bus stops at far sides in both directions
Pedestrian lighting within block, high level lighting at intersections
Widest point of street would be 40'
Maintain traffic flow.

PROS OF PROPOSAL:

Slows traffic.
Enhances street while carrying needed traffic.
Bump outs for parking will save trees.
Proper root trimming could insure that trees would survive.
Maintains street at 40' width.

CONS OF PROPOSAL:

Water breaks or other street repair may necessitate routing traffic onto adjacent streets.
No left turn lanes, turning vehicles may back up traffic.
Emergency vehicles may have to go through neighborhoods.
Maintaining current image of wide boulevards.
50th and Lyndale not resolved.



LYNDALE AREA FOUR: 38TH STREET TO MINNEHAHA PARKWAY.

Typical block Lyndale between 45th and 46th

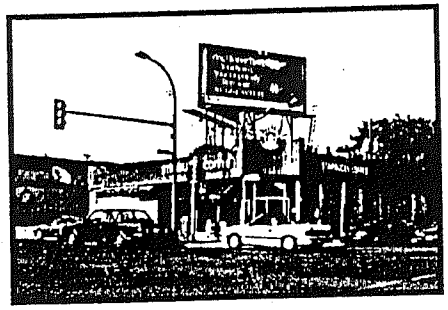
AREA FIVE: LYNDALE AT 54TH STREET BUSINESS SECTION

General Character.

The avenue becomes decidedly commercial once it crosses Minnehaha Creek. It grows a median that acts as a safe guard against left-hand turns but does little to please the eye. There are no trees planted along the street, wide expanses of concrete and little to make pedestrians comfortable or improve their shopping experience.

Building Character.

The buildings are two story in size and offer a mixed bag of buildings from the twenties, forties, sixties and seventies. The new public library offers several opportunities to tie into Minnehaha Parkway.



Starbucks Coffee found Lyndale Avenue at 54th to be a wonderful location for a new store.

Land Use and Zoning.

Commercial uses and some residences are zoned B2S3 or B3-3.

Traffic and Parking.

There is on street parking that is not enough for the area. Behind the theater there is a large lot that is somewhat shared by the businesses. Traffic is heavy serving those cars off the freeway and crossing along 54th street.

Public Transportation

Several routes operate on this section (35A, 35B, 47 and 52C).

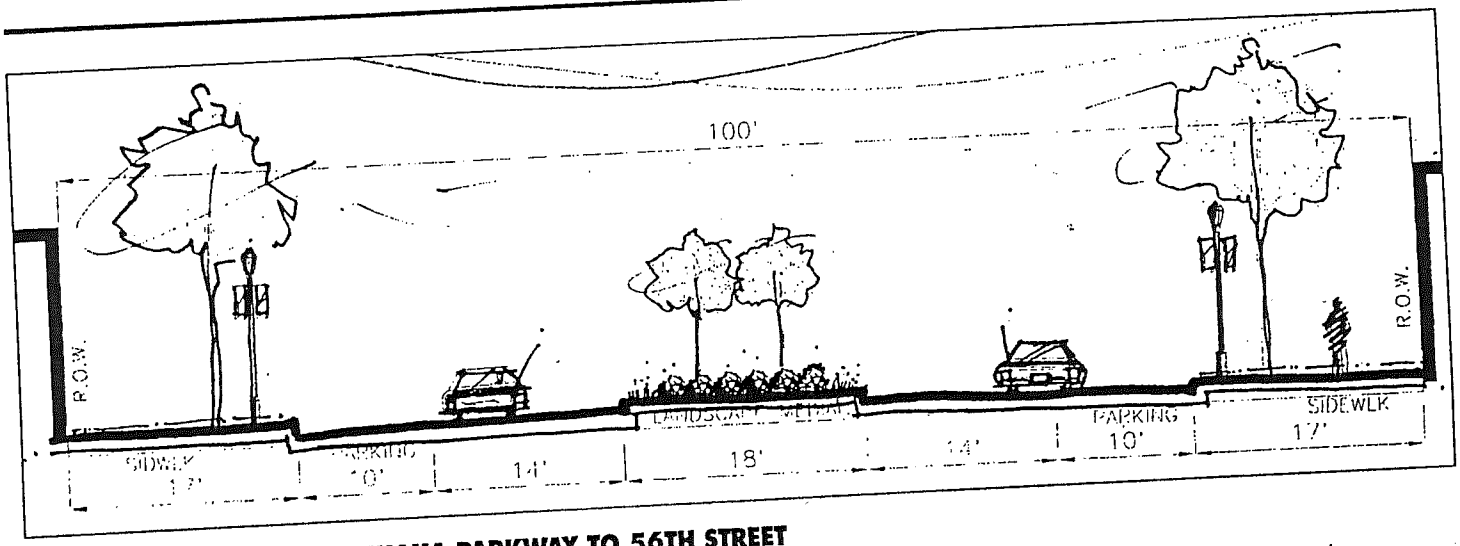
Streetscape.

The intersection looks hot and heavy. Little is done to make the area inviting. There are almost no trees and little to accommodate pedestrians or other customers.

Open Space.

While only a few hundred feet from Minnehaha Parkway, no attempt has been made to incorporate the two together.

Lyndale looks less like an avenue and more like a freeway entry ramp to the south.



LYNDALE AREA FIVE: MINNEHAHA PARKWAY TO 56TH STREET

EXISTING CONDITIONS:

Existing right-of-way: 100'.
Existing curb to curb distance: 72'.
Classification: High density arterial.
1994 traffic volume 13,700 to 17,100 daily trips.
Parking on both sides of street.
4'concrete median in some of area.
Bus traffic:

GOALS:

Slow traffic to give area more of a village feel and less that of a freeway strip mall.
Provide better turning capability for cars at 54th and 56th.
Support special services district for Lyndale/Business District.
Support commercial streetscape of lighting, signage, landscaping and pedestrian cluster areas; seek NRP help for the endeavor.
Incorporate Washburn Library, Mount Olivet Care Center, Minnehaha Parkway, Gateway Design and businesses in streetscape design.

PROPOSAL:

One lane of traffic in each direction..
Parking on street on both sides.
Landscaped median with irrigation 18' wide center blocks with trees, wild roses, lighting and banners. .
Protected left and right turn lanes at each corner.
Left hand turn lanes at 54th and 55th for south and north bound traffic.
Median cut back at corners to provide for left turn stacking.
Low level pedestrian lighting within blocks and median.
High level lighting at intersections.
Bus stops on far side for both north and south bound traffic.

PROS OF PROPOSAL:

Landscape median connects with Minnehaha Parkway, the Gateway and the median further north.
Maintains traffic flow and on street parking.
Provides a village atmosphere.
Sidewalk width is 17'at mid block.

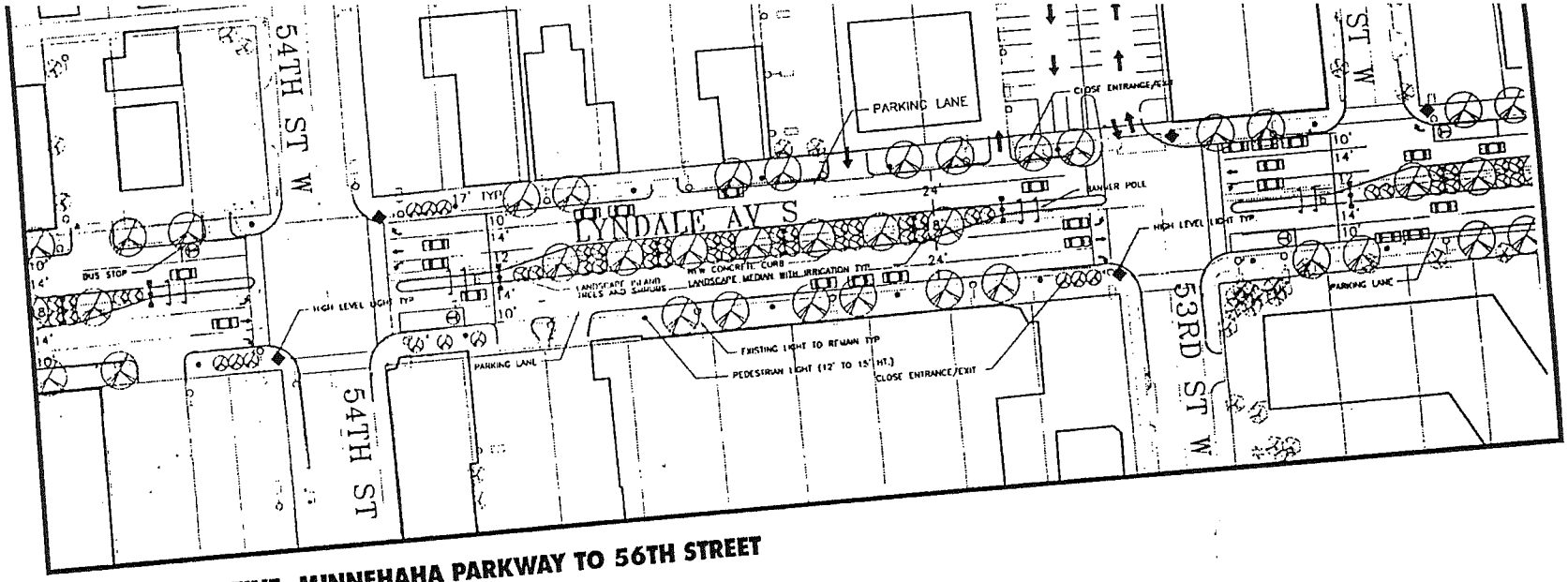
CONS OF PROPOSAL:

Sidewalk at corners will be only 10'wide to facilitate medians and required lanes.
One lane of traffic will dictate speed of traffic.

LYNDALE AREA FIVE: LYNDALE/CROSSTOWN GATEWAY DESIGN.

The Lyndale Avenue Task Force strongly supports Recommendation 4 of the Gateway Committee regarding that area of Lyndale Avenue between 56th Street and the Crosstown. Specifically, the Task Force endorses:

1. Entrance ramps to Highway 62 and 35W and exit ramp from Highways 35W should bring traffic to Lyndale Avenue via 59th Street (or possibly 61st Street). This would allow the present ispurî highway to be converted to other land uses; e.g., a mix of housing types and open space.
2. Lyndale Avenue should have two way traffic from 56th Street to the connecting roads south of Crosstown 62.
3. Efforts to revitalize the commercial area along Lyndale Avenue south of 56th Street to the connecting roads, Crosstown 62 and 35W.
4. Lighting, street furniture, etc., should carry out the themes used on the rest of Lyndale Avenue from Franklin to 56th Street.



LYNDALE AREA FIVE: MINNEHAHA PARKWAY TO 56TH STREET

Typical block

the result of the ...
of involved citizens, city organizations, professionals and neighbors interested in Lyndale. The overarching conclusion is to maintain the mixed use of the avenue – its grand residential flavor along with small business – while updating the paving and restoring the grace and charm of the avenue.

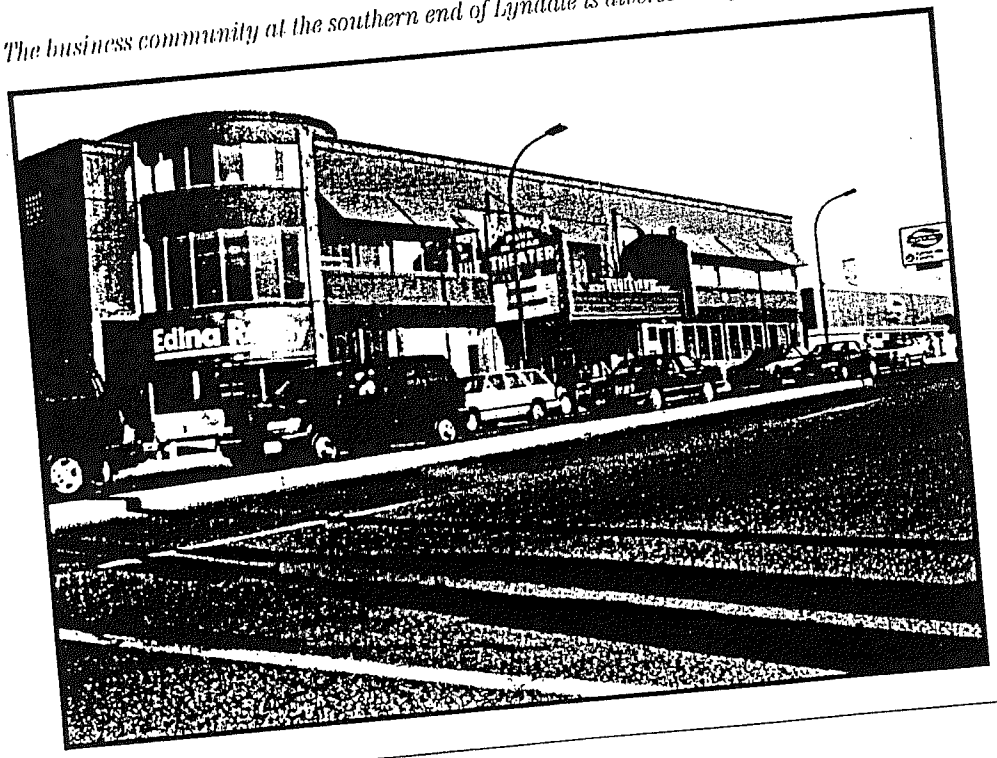
This can be achieved in several ways.

New Design

Create a design overlay district along all or portions of the avenue that would weigh the following in review of all proposals for new construction:

- Siting of building facades verses parking
- Size
- Scale and volume
- Massing
- Height
- Rhythm
- Setback
- Color and material
- Building elements (roofs, windows, entries)
- Signage

The business community at the southern end of Lyndale is diverse and growing again.



New construction will need to conform to the massing, volume, height and scale of existing adjacent structures. Building elements such as roofs, windows and entries will integrate into the composition in a way that reinforces the traditional appearance of Lyndale as depicted in the photos appearing in this document.

Storefront Design

The traditional storefront is primarily composed of large glazed areas framed by a paneled kickplate below and a signband above. While there are a number of restored storefronts, many original facades are covered with a variety of artificial veneers. Design review could assist in upgrading the quality of storefront improvements and the image of Lyndale.

Continual efforts must be made to integrate and balance adaptive reuse of buildings with new construction. Whenever possible building preservation and reuse must take precedence over demolition.

Another wonderful restoration along Lyndale.

Zoning Overlay Provisions

Public education can focus on increasing building owner's appreciation for the character of Lyndale's older buildings. In addition to a comprehensive design overlay which might review alterations to certain key existing properties, there are several methods of encouraging conservation already in place. These are:

- Inventory Lyndale to determine which properties might be eligible for a listing on the National Register of Historic Places (NRHP) and/or as locally designated Minneapolis Heritage Preservation sites.
- Note those buildings that qualify for NRHP funding, determine the interest of owners in tax-certified rehabilitation. (This federal program provides some incentive for building conservation according to guidelines established by the Secretary of the Interior.)
- Owners of the older single and multiple-family houses could be encouraged to conserve the existing character of their buildings, which encompass a wide variety of styles. Conversions of residential property to commercial use needs to reflect the domestic building and landscape character of the area.

Parking and Public Transportation

Overlaying zoning variances could help the avenue in several ways:

- Allow and encourage cooperative and agreements to meet off-street parking requirements at the three commercial hubs, Franklin, Lake and 54th Streets.

• Encourage MCDA to promote "municipal" off street parking.

•Strike a balance of adequate on street parking and transit hubs to facilitate continued public transit priority.

•Provide for "in-lieu" contributions to a parking fund for shared parking in municipal or other off-site facilities to reduce or satisfy off-street parking requirements.

•Allow reduction in cumulative off-street parking for mixed use developments or cooperative agreements for shared parking for uses with peak occupancy characteristics occurring at different times of the day and/or week.

The Woodworkers Store is a destination business from all across the Twin Cities.

•Allow reductions in off-street parking space requirements when the applicant and/or employers who are tenants of the applicant's project agree to transportation management provisions such as ride sharing, preferential car pool parking, flex-time policies, bicycle parking facilities, incentives to bus riders, etc.

•Allow reduction in off-street parking requirements based on a city approved parking study.

•Revise upward the current three-space, off-street parking exemption for single zoning lost in a business district. (Section 540.230).

Streetscape and Open Space.

Lyndale is an avenue on the edge of change. The look of the avenue has been primarily maintained by the housing that exists along Lyndale, the wide sidewalks, boulevards and mature trees. The connecting ribbon – the street itself – is bereft of visual delight. The lighting and amenities of the street are a necessary design component of the redesign.

Overall streetscape strategies must be undertaken along the following lines, in addition to the repaving project:

•Pedestrian oriented lighting (Lantern style) needs to be developed to unify the street from Franklin to 56th street. Anticipate six standards per block, additional lights will be assessed against the abutting property owner.

•Along with the lighting, colorful banners or placards could be hung to announce the neighborhood the avenue is connected with.

•Highlight crosswalk at all controlled intersections to protect and enhance pedestrian safety and ease of crossing.

•Raised roadway intersection design (no curb at crosswalks) needs to be be explored in the detailed design plans.

•South of 31st Street, the avenue needs to be updated and restored to the grand avenue it was, with stately

boulevards and traffic calming architectural features. Center landscape/medians on 31st to 38th and Minnehaha to 56th.

•Corner designs to include benches streetsigns and bus stops at all far side corners.

•Median between 31st and 38th and 53rd to 56th per the designs as shown on pages 30 and 36 respectively All medians will require irrigation and a maintenance designee, i.e. the Park Board for on going upkeep.

•Boulevard trees need to be part of the continuous fabric of Lyndale. They add life and color – moderate heat in the summer and buffer pedestrians from traffic. Seek variances where necessary to protect the stately elms.

•Streetscape furnishing – lights, bus shelters, litter receptacles, benches, etc. – need to be consistently handled along the corridor – in both design and application. While it will be important to draw from what is readily available to the city, as well as what can be maintained affordably, it is key that these are consistent and reflect the grand nature of Lyndale.

•The historic linear development of Lyndale needs to be replaced with stronger community nodes (the business streets running off of Lyndale) along the busier cross streets, (e.g. 22nd, 36th and 46th streets).

•Homeowners and businesses need to be educated on the availability of NRP funds to assist them in upkeep and renovation.

•An educational program must be initiated to inform the public that the traffic calming and reduced speed on Lyndale in fact will take them no longer to drive (legally) than it did before.

•The design of Lyndale must contain the ribbon of consistency, i.e. lighting and signage throughout its length, but allow the unique qualities of each neighborhood and commercial node to flourish.

•Lyndale's existing character changes throughout its length in building character and street width. The recommended design strives to respect the residential blocks and commercial nodes with a design appropriate for traffic management, neighborhood and business vitality.

•The five areas of Lyndale will require a detailed design analysis necessary to carry out the design objectives illustrated in this task force report.

•Lyndale is scheduled to be reconstructed in 1999 – 2003 and will require the project to be funded from the state (MSA), the city and assessments.

•Variances will need to be approved by MnDOT without increased liability to the city.

•The current Minneapolis Paving Program Assessments policy will expire in 1997. Changes to the current frontage assessment,

direct and indirect policy, will be revisited in 1998.

It is most obvious that there is a need to reclaim Lyndale from the car and return it to the city and its residents.

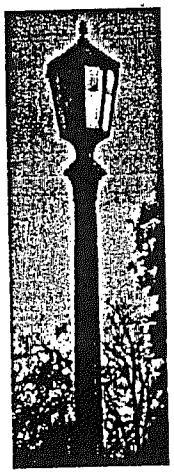
Minneapolis has a deserved reputation as one of the country's premier cities. Lyndale has been a key avenue in our city's growth over the last century and – with our help – is well positioned to continue as a grand avenue into the next century.

FINAL, YET IMPORTANT DESIGN CRITERIA TO BE IMPLEMENTED.

Our primary focus has been the design of the roadway itself. In doing so, we considered what occurred along Lyndale Avenue – the edges of the roadway influenced its design. To close the circle, we need to consider again what goes on along Lyndale. We need to consider the design at the edges of two domains – commercial and residential.

Commercial: We believe that the commercial district streetscapes should not be within the scope of our design recommendations. Although their design should be in keeping with the design patterns and materials recommended along the length of Lyndale, the specific design should come from the community and businesses in those commercial districts.

Residential: Elements that need to be designed or specified in residential districts include:



- *Lighting*
- *Median landscaping*
- *Bus stop and seating conditions*
- *Crosswalk conditions*
- *Parking bay definition criteria "bumpouts"*
- *Landscaping for bumpouts*

Lighting Design Recommendations:

The City of Minneapolis has two standard pedestrian level light fixtures. We recommend using the Lantern Design, (shown above) six light standards per block, in a staggered block layout. The same fixture should be used along the entire length of Lyndale, spaced at a constant interval of approximately 100 feet. Maintenance of the lights to be by the city or NSP.

Median Landscaping Recommendation:

We recommend developing a standard median landscape design to be used consistently on the eight blocks from 31st to 38th Streets. The landscape materials should be low maintenance, hardy, and salt resistant. There should be underground irrigation devices in each median. There should be no grass. there should be a colored hard surface two feet behind the curb which will allow eight feet for planting of perennials including lilies, rugosa, roses and over story canopy trees.

Bus Stop and Shelter Conditions:

The MTCO has standard bus stop design criteria. We recommend that these designs be used as appropriate along Lyndale. However, we strongly urge the MCTO to avoid using "billboard" benches in the residential sections of Lyndale Avenue. Bus stop designs for the commercial districts should be developed in concert with streetscape design teams.

CrosswalkConditions:

We recommend that crosswalks be clearly delineated in a consistent manner along the entire length of Lyndale. The criteria for choosing the method of crosswalk delineation should be aesthetic quality, noise impact, and durability.

Parking Bay Definition Criteria:

It is critical that the parking bays on the single lane segments of Lyndale be well-defined. They must be clearly visible and have sufficient "presence" to define the street as a single lane thoroughfare. There need to be a minimum of four "bumpouts" on each block, two per side. The bumpouts need to completely define the parking lanes by extending out from the base curbline to a point within two feet of the travel lane. We recommend a 30° to 60° taper with a minimum of ten feet parallel curb condition, where the edge of the bumpout would be parallel to the base curb. The entire length of each bumpout needs to be between 22 and 30 feet in length.

Landscaping for Bumpouts:

We recommend a consistent landscape design standard for all bumpouts. The planting should reinforce the goal of making the bumpouts clearly visible to drivers. Each bumpout needs to have a minimum of one have a shade tree surrounded by a ring of mulch. Additional options are boulders, pavers and hardy perennials. A standard bumpout design for the street will be necessary in the final design phase. The trees should be the species established by the Park Board that meet hardiness and salt-resistant criteria.

50TH STREET INTERSECTION

The 50th Street intersection requires special consideration. Because of the high volume of east-west traffic on 50th Street, the design implications on Lyndale Avenue have not been resolved at this time. City engineers and the Task Force have evaluated many alternatives, but have not reached a satisfactory solution. We have considered 3-lane configurations, a rotary design, widened lane designs and a number of turn lane configurations.

City engineers recommend submitting our study in order to apply for capital budget funding, despite the fact that this issue is still unresolved.

Because of the uncertainties in assumptions, projections and computer modeling, any design model is still a guess. City staff would like to begin a testing phase of the roadway design, with the hope that one outcome will be increased certainty on the traffic counts and design parameters that we need to consider.

Because of this uncertainty, the Lyndale Avenue Task Force is recommending design parameters for the 50th Street and Lyndale intersection. These parameters are intended to assure the residents on the 49th and 50th blocks of Lyndale that their interests will be protected.

Design Parameters for 50th Street Intersection, and 49th and 50th Blocks of Lyndale:

- The roadway design will stay within existing curblines.
- The roadway design will be residential in nature and will follow the design of neighboring blocks as much as possible.
- No homes will be demolished.
- There will be a public input process to any design recommendations.
- Vehicle travel lanes will be toward the center of the street, to the fullest extent possible.
- Any deviation from these constraints will be made only for the most extreme of engineering challenges, with a full public participation.

THAT'S ALL FOLKS.

If life truly is a journey and not a destination, the efforts of the LAFT will hopefully make that trip a little easier -- at least down Lyndale Avenue.

During all of it's many meetings, presentations, disagreements, debates, opinions, compromise and final closure the members of the Lyndale Avenue Task Force all shared one common goal: To revitalize South Lyndale as a strong, safe, city neighborhood avenue that encourages long-term livability, strengthens neighborhood identity, renews community connections and serves as a model for a 21st century urban transportation system.

We hope this report reflects and inspires this goal.

REFERENCES AND SUGGESTED READING

Hennepin Avenue Strategic Plan, Sustaining the Spirit of the Avenue, Martin/Pitz Associates, Inc. 1995

A Vision for Lake Street, Lake Street Project Team, 1995

Commercial Corridor Roundtable II, A discussion Sponsored by the Minneapolis Center for Neighborhoods, February 28, 1995

Winning Back The Cities, David Engwicht

Reclaiming Our Cities and Towns, David Engwicht

Geography of Nowhere, James Howard Kundstler

The Quickening of America, Frances Moore Lappe and Paul Dubois

Diet For A Small Planet, Frances Moore Lappe and Paul Dubois

The Lyndale Avenue Task Force would like to thank the following companies and individuals for their help and in-kind contributions:

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