

**Department of Community Planning and Economic Development – Planning Division**  
Zoning Code Text and Map Amendments  
South Lyndale Avenue Rezoning Study

**Date:** August 13, 2007

**Initiator of Amendment:** Council Member Hodges

**Date of Introduction at City Council:** May 25, 2007

**Planning Staff and Phone:** Amanda Arnold, (612) 673-3242; Janelle Widmeier, (612) 673-3156; Joseph Bernard (612) 673-2422

**Wards:** 11 and 13

**Neighborhood Organizations:** Windom, Kenny, Lynnhurst, and Tangletown

**Intent of the Ordinance:** The purpose of the amendment is to consider rezoning to add the Pedestrian Oriented Overlay District to parcels along Lyndale Avenue South between Minnehaha Creek and the Crosstown Highway, and to consider base zoning changes for twenty-four (24) parcels.

**Appropriate Section(s) of the Zoning Code:** Chapter 521: Zoning Districts and Maps Generally; Chapter 551: Overlay Zoning Districts and Maps Generally

**Existing Zoning:** Various primary district designations

**Proposed Zoning for Map Amendment:** See attached map and parcel listings

**Zoning Plate Number:** 36

**Background and Public Process**

In January 2006, the Minneapolis City Council adopted the [South Lyndale Corridor Master Plan](#). This plan outlines a vision and strategy for how future growth and redevelopment should occur in the South Lyndale corridor between Minnehaha Creek and Crosstown Highway 62. Several of the recommendations of the South Lyndale Corridor Master Plan relate specifically to the rezoning of property in order to create the desired land uses and development character.

In the summer of 2006 CPED staff conducted an analysis of the existing land uses and zoning in the S. Lyndale Corridor and developed recommendations for the rezoning of several properties in the area. Recommendations include changes to primary zoning as well as the addition of a Pedestrian-Oriented Overlay District as suggested in the South Lyndale Corridor Master Plan.

The South Lyndale Pedestrian-Oriented Overlay District consists of the standard pedestrian-oriented overlay language and one area specific requirement related to bicycle parking. The changes to the primary zoning vary by parcel, but are intended to focus commercial uses at the intersections of 58th Street and Lyndale Avenue, and 54th Street and Lyndale Avenue.

Staff presented the draft map and ordinance language internally at CPED Planning Division staff meetings and at the following neighborhood based meetings:

- Various meetings of the Lyndale Area South Renewal – Creek to Crosstown (LASR-CC) between June 2006 and July 2007. This group is made up of representatives from the Kenny, Windom, Lynnhurst, and Tangletown neighborhoods.
- Council sponsored business lunch – 4/18/07
- Lynnhurst Neighborhood Association – 5/10/07
- Kenny Neighborhood Association – 5/15/07
- CPED sponsored community meeting – 6/12/07

In addition, maps and the draft Pedestrian-Oriented Overlay text have been posted on the CPED website.

### **Parcels Proposed for the Pedestrian-Oriented Overlay District**

Sixty (60) parcels are proposed to have the Pedestrian-Oriented Overlay District applied. The full parcel list is attached to the end of this report. The existing base zoning districts for this collection of parcels includes C1 Neighborhood Commercial District; C2 Neighborhood Corridor Commercial District; C4 General Commercial District, C3S Community Shopping Center District; OR2 High Density Office Residence District; OR3 Institutional Office Residential District; R1 Single Family District; R2B Two-Family District; and R4, R5 and R6 Multi-Family Districts.

The Pedestrian-Oriented Overlay District is being recommended for parcels fronting South Lyndale from Minnehaha Creek to just past 58<sup>th</sup> Street West on the east side of South Lyndale and to the Bachman's Floral, Home, and Garden site on the west side of South Lyndale. It is not being suggested for other parcels in the southern portion of the study area because the South Lyndale Corridor Master Plan suggests that some auto-oriented uses in the most southern portion of South Lyndale may be appropriate since it is adjacent to a highway interchange.

### **Content of the Pedestrian-Oriented Overlay District**

The proposed content of the South Lyndale Pedestrian-Oriented Overlay is made up of the base pedestrian-oriented overlay language and a bicycle parking requirement that reads as follows:

#### *Bicycle parking requirement.*

(a) *Nonresidential uses.* Each nonresidential use shall provide a minimum of two (2) bicycle parking spaces or one (1) space for each ten (10) accessory automobile parking spaces, whichever is greater.

(b) *Multiple-family dwellings .* For multi-family residential uses, a minimum of one secured bicycle parking space shall be provided for each dwelling unit. Bicycle parking spaces shall be in enclosed and secured or supervised areas providing protection for each bicycle from theft, vandalism and weather.

This bicycle parking requirement is the same as that found in the Transit Station Pedestrian-Oriented Overlay. Draft Pedestrian-Oriented Overlay text for this area is attached.

The South Lyndale Corridor Master Plan recommends the application of the Pedestrian-Oriented Overlay to the area. It also suggested some additions to the standard Pedestrian-Oriented Overlay, such as a requirement of a minimum Floor Area Ratio. However, after consultation with the Lyndale Area South Renewal – Creek to Crosstown group, it was determined that additions such as a minimum FAR would be more appropriate after the market for this area evolves.

### **Parcels Proposed for Base Zoning Changes**

Twenty-four (24) parcels are recommended for a change in base zoning. The reason for the suggested change of each property is listed in a table at the end of this report. The rezonings are based on the recommendations in the South Lyndale Corridor Master Plan. The South Lyndale Corridor Master Plan recommends that commercial development be focused at two nodes, one at 54<sup>th</sup> Street West and Lyndale Avenue and the other at 58<sup>th</sup> Street West and Lyndale Avenue, and that residential development be encouraged between these nodes. Building heights of two to four stories are recommended all along S. Lyndale with taller buildings generally being located at the commercial nodes. The future land use plan included in the South Lyndale Corridor Master Plan is attached.

The South Lyndale Corridor Master Plan recommends three future land use changes that are not reflected in this rezoning but should be considered in the future. These are outlined below with reasons why the parcels are not being recommended for zoning at this time.

1. The residential properties between 58<sup>th</sup> Street West and 59<sup>th</sup> Street West on the west side of S. Lyndale – The South Lyndale Corridor Master Plan recommends a future land use of mixed-use commercial in this area. However, commercial zoning is not currently being recommended because the area is currently made up of individual single-family lots. Applying commercial zoning at this time could encourage individual commercial establishments in this existing residential area when the goal is the development of a larger coordinated project.
2. The Center Point Energy site on the west side of S. Lyndale Avenue at the Crosstown Highway – The South Lyndale Corridor Master Plan recommends that this site be rezoned from industrial to a commercial zoning category. However, conversations with Center Point Energy revealed that there are power generating mechanisms on the rear of the site that can not be easily relocated, and thus are likely to stay in this location for some time. Since it is the frontage facing S. Lyndale that is most appropriate for commercial development, Center Point Energy was encouraged to consider subdividing the site and rezoning the front portion in the future.
3. Future land made available through the realignment of Highway 121 - The South Lyndale Corridor Master plan calls for the realignment and a reduction in width of Highway 121. When complete, this would make land that is currently within the right-of-way on the west side of the highway available for redevelopment. The plan suggests primarily medium density residential development on the newly created parcels. When these parcels are platted, they should be zoned to accommodate the uses outlined in the master plan.

### **Rezoning from Residential to Commercial**

Two parcels, 5801 and 5900 S. Lyndale Avenue, are recommended for change from a residential zone to a commercial zone. State statute requires that the written consent be obtained from the owners of two-thirds of the properties within 100 feet of the any property being changed from residential to either commercial or industrial zoning unless the amendment is based on a 40-acre survey/planning study AND the Planning Commission determines that the number of properties affected by the proposed amendment(s) renders obtaining of such written consent impractical. The CPC, therefore, must make a formal finding of impracticality. If the finding is made by the CPC that obtaining consent signatures is impractical, the City Council voting requirement to approve the rezoning is two-thirds (with consent signatures obtained, the voting requirement is a majority).

5801 S. Lyndale is currently zoned OR2 (High Density Office Residence District) and is the site of a funeral chapel. This site is recommended for rezoning to the C2 Neighborhood Corridor Commercial district. 5900 S. Lyndale Avenue is currently zoned R1 (Single-Family Residence District) and is the site

of a single family home. However, the parcel is owned by Bachman’s Floral, Home and Garden and is adjacent to their store. This parcel is being recommended for rezoning to C3S like the rest of the Bachman’s site. State statute requires that when an owner of a property to be rezoned currently owns land that is contiguous to the proposed rezoning, consent signatures will be required from property owners within 100 feet of all the contiguously owned land. Bachman’s owns several contiguous parcels, which significantly increases the consent signature area. Obtaining consent from the owners of two-third of the properties within 100 feet would involve staff approaching thirty-seven (37) property owners.

Reaching these owners and obtaining signatures could constitute a great deal of staff time. In addition, there is a level of impracticality of contacting these property owners when the zoning changes are based on planning process that has already involved a great amount of community participation and represents a community vision and city policy. All tax payers in the study area have been made aware of the proposed zoning changes through two mailings and none of the adjacent property owners have raised concerns about the rezoning of 5801 and 5900 S. Lyndale Avenue to date.

**Detail on Non-Conforming Parcels**

The tables below show the specific parcels that would become non-conforming uses under the proposed Pedestrian-Oriented Overlay District and the base rezoning. Several properties in the area are currently non-conforming and would remain non-conforming after the rezoning, but since these are existing conditions, and not caused by the current rezoning, they are not listed here. Thirteen (13) properties will become non-conforming because of use. One (1) property, 5615 Lyndale Ave. S., will become non-conforming due to a change in the required minimum lot area between two zoning categories.

<b>Non-Conforming Parcels Created the Pedestrian-Oriented Overlay</b>					
<b>PID</b>	<b>House #</b>	<b>Street</b>	<b>Description</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
1502824330001	615	53RD ST W	Enterprise Car Rental	C2	C2
2102824410009	701	58TH ST W	Valvoline Instant Oil Change	C2	C2
2102824110001	5400	LYNDALE AVE S	BP Gas Station	C2	C2
2102824110002	5412	LYNDALE AVE S	Volvo Overseas	C2	C2
2202824220163	5431	LYNDALE AVE S	Lehman's Garage	C4	C2
2202824220009	5451	LYNDALE AVE S	Midas Muffler	C2	C2

<b>Non-Conforming Parcels Created by Changes to Primary Zoning</b>					
<b>PID</b>	<b>House #</b>	<b>Street</b>	<b>Description</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
2202824220031	600	55TH ST W	Parking Lot	R4	R3
2202824220030	5446	GARFIELD AVE S	Parking Lot	R4	R3
2102824110193	5516	LYNDALE AVE S	CB Burnet, Dentist	C2	R5
2202824230034	5615	LYNDALE AVE S	Multi-family housing	OR3	R5

<b>Non-Conforming Parcels Created by Changes to Primary Zoning AND the PO Overlay</b>					
<b>PID</b>	<b>House #</b>	<b>Street</b>	<b>Description</b>	<b>Existing Zoning</b>	<b>Proposed Zoning</b>
2202824220164	5433	LYNDALE AVE S	Lehman's Garage, Parking Lot	C4, R1A	C2, R3
2102824110192	5504	LYNDALE AVE S	Sinclair Gas and Service Station/Enterprise Car Rental	C2	R5
2102824110194	5536	LYNDALE AVE S	Volvo Lot	C2	R5
2102824110195	5556	LYNDALE AVE S	Fix-it Rite Auto	C2	R5

These non-conforming uses would be permitted to continue operation with the application of the Pedestrian-Oriented Overlay District and the base zoning changes and future expansion for some of these uses could still occur. It is important to note that prohibited uses in the Pedestrian-Oriented Overlay District such as drive-through facilities, automobile services uses and transportation uses would not be permitted to expand except as authorized by section 531.50 of the zoning code and approved by the City Planning Commission.

### **Findings as required by the Minneapolis Zoning Code:**

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

The following comprehensive plan land use feature designations apply to this area: South Lyndale Avenue is a designated Community Corridor, the intersections of South Lyndale and 54<sup>th</sup> Street West was and South Lyndale Avenue and 58<sup>th</sup> Street West are designated a Neighborhood Commercial Nodes (the intersection first node was designated in The Minneapolis Plan. The second was designated in the South Lyndale Corridor Master Plan).

The proposed zoning amendment will support the evolution of this corridor and these commercial nodes and directly implement many of the recommendations of the South Lyndale Corridor Master Plan.

From The Minneapolis Plan:

#### **4. Marketplaces: Neighborhoods**

**4.1 Minneapolis will encourage reinvestment along major urban corridors as a way of promoting growth in all neighborhoods.**

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

##### **Applicable Implementation Steps**

Promote more intensive residential development along these corridors where appropriate.

Require that street design for these corridors preserves and enhances the strong residential character and pedestrian orientation of these streets while maintaining the street's capacity to carry current volumes of traffic.

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

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

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

##### **Applicable Implementation Steps**

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

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

Promote medium density residential development around Neighborhood Commercial.

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

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

Promote traditional urban form in terms of building siting and massing when undertaking new development in Neighborhood Commercial Nodes.

Preserve traditional commercial storefronts at Neighborhood Commercial Nodes wherever possible.

Develop parking facilities and management strategies that balance the following goals: improved customer access, protection of sidewalk traffic; reduced visual impacts, mitigated impacts on neighboring uses and shared use of parking facilities.

Promote transit stops and bicycle parking and storage in Neighborhood Commercial Nodes

**From the South Lyndale Corridor Master Plan:**

The Future Land Use Plan identifies commercial/mixed-use zones primarily located at the neighborhood commercial nodes.....Other sites located along Lyndale Avenue include medium to high density residential cultural/entertainment uses.

New buildings within the South Lyndale Corridor will be encouraged to maintain an urban scale and preferably build in the range of 2-4 stories.

Generally, the development of taller buildings within the Neighborhood Commercial Nodes is encouraged to create district identity.

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

The proposed map amendments implement long-range planning efforts on behalf of the neighborhoods and the City. The South Lyndale Corridor Master Plan puts forth a vision that can be implemented in part by this rezoning. The vision in the plan was based on extensive public involvement. It is in the public interest to put regulations in place that will ensure that sites are redeveloped with pedestrian orientation and that redevelopment is focused on existing corridors and in commercial nodes.

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

The existing uses of property and zoning classifications with the general area are compatible with the proposed zoning because this is an existing commercial area in which select rezoning is being suggested to increase commercial development and residential opportunities.

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

There are reasonable uses of property permitted under the existing zoning. However, the proposed zoning offers an opportunity for more concentrated, mixed-use development in the future. While some non-conforming properties will be created, nonconforming uses can continue to operate as is under the proposed overlay zoning.

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

Some new mixed-use development have been constructed in the study area within recent years, but more importantly a vision for the future development of the area has been established through the South Lyndale Corridor Master Plan which was adopted in 2006.

**Purpose for the Amendment:**

**What is the reason for the amendment?**

**What problem is the amendment designed to solve?**

**What public purpose will be served by the amendment?**

**What problems might the amendment create?**

The amendment is designed to enhance future development opportunities in the area and subsequently implement some key recommendations of the South Lyndale Corridor Master Plan. The rezoning will help to avoid the under-utilization of land. The Pedestrian-Oriented Overlay will help to ensure a more walkable environment and prohibit future low density and auto-oriented uses in the area.

The amendment is not expected to significantly create problems. Nonconforming uses that were legally established can continue to operate as they area, allowing existing businesses to remain will ensuring that the intent of the South Lyndale Corridor Master Plan is fulfilled.

**Timelines:**

**Is the amendment timely?**

**Is the amendment consistent with practices in the surrounding areas?**

**Are there consequences in denying this amendment?**

The amendment is timely because the South Lyndale Corridor Master Plan was adopted in late 2006. It is appropriate for this rezoning to follow the adoption of the plan. Following a master planning process with a rezoning study is becoming common practice for the Planning Division and has been done in other areas of the city. The consequences of denying this amendment are that a development could be proposed that would fit with the existing zoning but not the long range vision for the area.

**Comprehensive Plan:**

**How will this amendment implement the Comprehensive Plan?**

As described above in section pertaining to findings, this amendment will implement the comprehensive plan and the South Lyndale Corridor Master Plan by promoting a more dense, walkable environment with a variety of uses.

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

**Recommended Motion:** The Department of Community Planning and Economic Development – Planning Division recommends that the City Planning Commission and City Council find that obtaining consent signatures for the rezoning of 5801 and 5900 S. Lyndale Avenue would be impractical and further recommends that the City Planning Commission and City Council adopt the above findings and **approve** the zoning text and map amendment for the rezoning of parcels.

Attachments:

- List of parcels proposed for Pedestrian-Oriented Overlay District
- List of parcels propose for changes to base zoning
- Proposed Ordinance Text
- MAP – Future Land Use Plan from the South Lyndale Corridor Master Plan
- MAP – Existing Zoning
- MAP – Proposed Zoning
- MAP- Non-Conforming Uses
- Correspondence

**Parcels Proposed for inclusion in the Pedestrian Oriented Overlay District**

PID	House #	Street	Existing Base Zoning	Description
1502824330102	616	53 <sup>RD</sup> ST W		Multi-family Residential
1502824330074	612/614	54TH ST W	C1	Thrivent Bank, Mr. Movies, Vacant
2202824220167	603	55TH ST W	R6	Mount Olivet
2202824230166	615	56TH ST W	OR3	Daycare
2202824230085	616	58TH ST W	C1	Various Commercial
2102824410009	701	58TH ST W	C2	Valvoline Instant Oil Change
2102824410024	5819	ALDRICH AVE S	R1	Single Family House
2102824410023	5825	ALDRICH AVE S	R1	Single Family House
2102824410022	5829	ALDRICH AVE S	R1	Single Family House
2102824410021	5835	ALDRICH AVE S	R1	Single Family House
2102824410028	5840	ALDRICH AVE S	R1	Single Family House
2102824410020	5841	ALDRICH AVE S	R1	Single Family House
2102824410019	5845	ALDRICH AVE S	R1	Single Family House
unassigned		RIGHT OF WAY east of TH-121 (56 <sup>th</sup> to 58 <sup>th</sup> )		Vacant Land, ROW
1602824440135	5244	LYNDALE AVE S	R1	Washburn Library
1602824440132	5300	LYNDALE AVE S	C2	South Lyndale Liquors
1502824330001	5301	LYNDALE AVE S	C2, R5	Boulevard Commons
1602824440045	5320	LYNDALE AVE S	C2	Mixed Use
1502824330072	5327	LYNDALE AVE S	C2, R5	Kowalski's Grocery Store
1602824440046	5328	LYNDALE AVE S	C2	Blue Cross Animal Hospital
1602824440047	5330	LYNDALE AVE S	C2	Beek's Pizza
1602824440048	5336	LYNDALE AVE S	C2	Diamond Lake Rental
1602824440049	5346	LYNDALE AVE S	C2	Minneapolis Counseling Clinic
1502824330073	5349	LYNDALE AVE S	C1	Thrivent Bank, Starbucks
2102824110001	5400	LYNDALE AVE S	C2	BP Gas Station
2102824110002	5412	LYNDALE AVE S	C2	Volvo Overseas
2202824220033	5415	LYNDALE AVE S	C2	Walgreen's
2102824110210	5428	LYNDALE AVE S	C2	Volvo Lot and Service Center
2202824220163	5431	LYNDALE AVE S	C4	Lehman's Garage
2202824220164	5433	LYNDALE AVE S	C4, R1A	Lehman's Garage, Parking Lot
2202824220032	5435	LYNDALE AVE S	C1	Espresso Midwest, Dragon Art and Glass
2202824220009	5451	LYNDALE AVE S	C2	Midas Service Center
2102824110192	5504	LYNDALE AVE S	C2	Sinclair Gas and Service Station
2102824110193	5516	LYNDALE AVE S	C2	CB Burnet, Dentist
2202824220168	5517	LYNDALE AVE S	R6	Mount Olivet
2102824110194	5536	LYNDALE AVE S	C2	Volvo Lot
2202824220099	5547	LYNDALE AVE S	R6	Parking Lot
2102824110195	5556	LYNDALE AVE S	C2	Fix-it Rite Auto
2202824230034	5615	LYNDALE AVE S	OR3	Apartment
2202824230035	5617	LYNDALE AVE S	OR3	Apartment
2202824230036	5637	LYNDALE AVE S	C2	Metro Inn
2202824230114	5701	LYNDALE AVE S	R4	4-plex
2202824230113	5705	LYNDALE AVE S	R4	4-plex
2202824230112	5709	LYNDALE AVE S	R4	4-plex
2202824230111	5713	LYNDALE AVE S	R4	4-plex
2202824230202	5719	LYNDALE AVE S	OR2	Aqua City
2102824140145	5750	LYNDALE AVE S	C2	Uncommon Gardens

2202824320044	5801	LYNDALE AVE S	OR2	Gill Brothers Funeral Home
2102824410096	5812	LYNDALE AVE S	C2	Offices
2102824410097	5816	LYNDALE AVE S	R1	Duplex
2102824410013	5820/5822	LYNDALE AVE S	R1	Duplex
2102824410014	5824	LYNDALE AVE S	R1	Duplex
2102824410015	5828	LYNDALE AVE S	R1	Duplex
2102824410016	5832	LYNDALE AVE S	R1	Duplex
2102824410017	5838	LYNDALE AVE S	R2B	Duplex
2102824410018	5844	LYNDALE AVE S	R2B	Single Family House
2102824410001	5900	LYNDALE AVE S	R1	Single Family House
2102824410003	5928	LYNDALE AVE S	C3S	Single Family House
2102824410004	5936	LYNDALE AVE S	C3S	Single Family House
2102824440096	6010	LYNDALE AVE S	C3S	Bachman's

<b>Parcels Proposed for Base Zoning Changes</b>					
<b>PID</b>	<b>House Number</b>	<b>Street</b>	<b>Current Zoning</b>	<b>Proposed Zoning</b>	<b>Primary reason for Recommended Change</b>
1502824330074	612/614	54TH ST W	C1	C2	To encourage more intense commercial development at this intersection in the future
2202824220031	600	55TH ST W	R4	R3	R3 will serve as a better transition between commercial and low density residential uses
2202824220167	603	55TH ST W	R6	R5	R5 would encourage future development of a more appropriate scale than in R6
2202824230166	615	56TH ST W	OR3	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2202824230085	616	58TH ST W	C1	C2	To encourage more intense commercial development at this intersection in the future
2202824220030	5446	GARFIELD AVE S	R4	R3	R3 will serve as a better transition between commercial and low density residential uses
2202824220089	5526	GARFIELD AVE S	R6	R1A	To make the zoning more in keeping with other low density residential properties on the block
1502824330001	5301	LYNDALE AVE S	C2, R5	C2	Lot is currently split between two zoning districts
1502824330072	5327	LYNDALE AVE S	C2, R5	C2	Lot is currently split between two zoning districts
1502824330073	5349	LYNDALE AVE S	C1	C2	To encourage more intense commercial development at this intersection in the future
2202824220163	5431	LYNDALE AVE S	C4	C2	To encourage future mixed use development and prohibit potential future uses allowed in C4
2202824220164	5433	LYNDALE AVE S	C4, R1A	C2,R3	To encourage future mixed use development and prohibit potential future uses allowed in C4 and to provide a transition in density from Lyndale to Garfield
2202824220032	5435	LYNDALE AVE S	C1	C2	To encourage more intense commercial development in the future
2102824110192	5504	LYNDALE AVE S	C2	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2102824110193	5516	LYNDALE AVE S	C2	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2202824220168	5517	LYNDALE AVE S	R6	R5	R5 would encourage future development of a more appropriate scale than in R6
2102824110194	5536	LYNDALE AVE S	C2	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2202824220099	5547	LYNDALE AVE S	R6	R5	R5 would encourage future development of a more appropriate scale than in R6
2102824110195	5556	LYNDALE AVE S	C2	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2202824230034	5615	LYNDALE AVE S	OR3	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2202824230035	5617	LYNDALE AVE S	OR3	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2202824230036	5637	LYNDALE AVE S	C2	R5	To encourage future residential development between the commercial nodes at 54 <sup>th</sup> and 58 <sup>th</sup> Streets.
2202824320044	5801	LYNDALE AVE S	OR2	C2	To encourage more intense commercial development at this intersection in the future
2102824410001	5900	LYNDALE AVE S	R1	C3S	To make this small single lot the same zoning as larger lot surrounding it.