

II. Summary of Research

The following section summarizes project research related to The Minneapolis Plan, previous planning studies and demographic/ market findings. This background research was essential to gaining an understanding of the planning history and current development trends in the Greenway.

Relationship to The Minneapolis Plan *Related City Policies and Implementation*

The Minneapolis Plan – the comprehensive plan for the City of Minneapolis – was adopted by the Mayor and City Council in March of 2000. The Midtown Greenway Land Use and Development Plan is not only created within the framework and guidance of The Minneapolis Plan, but also strives to examine how the Midtown Greenway fits into the following overall vision for the City’s future:

“Minneapolis is a city that people choose to call home. It offers its residents a progressive tradition of good government, civic participation and a vibrant economy for business and industry. In Minneapolis, residents cherish their children, value education, embrace their diversity, respect their neighbors and protect their environment. Their promise to future generations is an even greater, more beautiful city than the one they inherited.”

The Minneapolis Plan outlines a set of overarching goals that work toward this vision; of these goals, the following are of particular interest to the Midtown Greenway Land Use and Development Plan:

- Minneapolis will increase its share of economic prosperity in the region by providing adequate land and infrastructure while emphasizing both business retention and expansion. Reinvestment in Minneapolis will be focused in designated growth centers and along major corridors.
- Minneapolis will increase its supply of housing, particularly in those areas of the City that are well served by transit and other amenities. A variety of housing types that accommodate a mix of incomes are encouraged throughout the City. Minneapolis will encourage medium- and high-density housing in appropriate locations within the City. New housing development should be compatible with its environment and provide gathering spaces for residents and the broader community.
- Minneapolis has a policy of “Transit First.” A system of public and private sidewalks, coupled with investment in transit alternatives, will provide better choices for the range of transportation needs. Minneapolis will support preserving and expanding the existing open space network, including greenways.
- New buildings should have an appropriate form and density compatible with the surrounding area while exhibiting a human-scale in relation to pedestrian activity on the sidewalk. Minneapolis will work with private

and other public-sector partners to invest in new development that is attractive, functional and adds value to the physical environment.

In addition to these goals, The Minneapolis Plan also provides a set of policy statements that address individual chapters or themes and that work toward achieving citywide goals. Several of these policies apply to the Midtown Greenway Land Use and Development Plan; they are organized by chapter and listed here.

Chapter 1 – Community Building

- Minneapolis will promote opportunities and activities that allow neighbors and residents to get to know each other better.
 - Support commercial activities that provide neighborhood-scale gathering places such as bookstores, art galleries, coffee shops and ice cream shops.
- Minneapolis will encourage both private and public development that provides gathering spaces in city neighborhoods.
 - Develop new facilities that act as gathering spaces in parks and on other publicly owned land.
 - Investigate needs for additional public land to create gathering places.
 - Encourage private developers to include gathering spaces in new developments.

Chapter 2 – The Market and the City

- Minneapolis will increase its share of economic prosperity in the region.
 - Create a growth center concept approach to economic development, housing investment, transit service planning and investment in amenities to focus major investments in the City.
 - Facilitate investments in land preparation through pollution clean-up and land-assembly activities.
- Minneapolis will support the existing economic base by providing adequate land and infrastructure to make City sites attractive to businesses willing to invest in high job density, low-impact, light industrial activity.
 - Identify appropriate areas for retaining and expanding existing industry and develop new industry in specific industrial and business park opportunity areas.
 - Promote light industrial uses as the preferred use of industrial land, but discourage warehouse or distribution uses in areas where truck traffic will negatively impact residential neighborhoods.
- Minneapolis will continue to provide high-quality physical infrastructure to serve the needs of business.
 - Develop and maintain the City’s infrastructure to help ensure the long-term success and competitiveness of Minneapolis in regional, national and global markets.

- Minneapolis will develop the existing economic base by emphasizing business retention and expansion.

Chapter 3 – Marketplaces: Growth Centers

- Minneapolis will designate and develop selected Growth Centers that will be well served by transit and alternative transportation, have superior amenities, accommodate a range of housing needs and offer attractive employment opportunities.
 - Designate downtown Minneapolis, the University of Minnesota area and the Honeywell/hospitals area as “existing growth centers” with adoption of this Plan.

Chapter 4 – Marketplaces: Neighborhoods

- Minneapolis will encourage reinvestment along major urban corridors as a way of promoting growth in all neighborhoods.
- Minneapolis will coordinate land use and transportation planning on designated Community Corridor 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.
- Minneapolis will support development in Commercial Corridors where it enhances the street’s character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.
- Minneapolis will continue to provide a wide range of goods and services for City residents to promote employment opportunities, to encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas.
- Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.
 - Preserve traditional urban form in buildings where it currently exists, and encourage new development to relate to traditional siting and massing, where it is already established.
- Minneapolis will grow by increasing its supply of housing.
 - Support the development of new medium- and high-density housing in appropriate locations throughout the City.
 - Support the development of infill housing on vacant lots. Use partnerships and incentives to reduce City subsidy level and duration of vacancy.
 - Develop a close dialog with community participants about appropriate locations and design standards for new housing.
- Minneapolis will improve the availability of housing options for its residents.
- Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the City.

- Concentrate new housing development in close proximity to amenities or in locations where value will be sustained over time.
- Promote the development of new housing that is compatible with existing development in the area as well as to existing historic or older housing stock where appropriate.
- Minneapolis will encourage both density and mix of land uses in the Transit Station Areas (TSAs) that both support ridership for transit and that benefit from it users.
 - Explore and pursue opportunities to integrate development with transit stations.
 - Concentrate highest densities and mixed-use development nearest the transit station and/or along Commercial Corridors, Community Corridors and/or streets served by local bus transit.
 - See that new development density is well integrated with existing neighborhood character through transitions in scale and attention to design.

Chapter 6 – Leisure and Culture

- Minneapolis will develop and support a system of urban parks and ‘greenway’ connections throughout the City.
 - Preserve former transportation corridors that are intact or largely intact, and use them to connect neighborhoods to each other and to major amenities.

Chapter 8 – Movement

- Minneapolis will maintain and enhance the elements of a responsive transportation system by balancing the interests of economic development and neighborhood livability.
 - Maintain the continuity of the dense grid of City streets to prevent substantial traffic increases on a small number of residential streets.
 - Continue to maintain roadways and bridges in the City’s street system.
- Minneapolis will continue to build, maintain and require a pedestrian system that recognizes the importance of a network of private and public sidewalks that achieve the highest standard of connectivity and amenity.
 - Require the most generous sidewalk width possible for public sidewalks located in high pedestrian-volume areas, such as existing growth centers, neighborhood commercial areas, transit corridors and mixed use areas.
 - Promote the development of design standards that produce high-quality sidewalks for public- and private-sector development, with supporting street furniture (including street trees), ample widths for pedestrian traffic and transit loading, and the use of materials that require acceptable levels of maintenance.
 - Encourage new development to situate front doors so that they open onto the public sidewalk.

- Minneapolis will strengthen the transportation system in favor of transit alternatives to make transit a better choice for a range of transportation needs.
 - Work with the Metropolitan Council to develop projects (for consideration for funding from the Metropolitan Livable Communities demonstration account) that demonstrate how transit can be interrelated with housing and commercial redevelopment opportunities.
- Minneapolis will follow a policy of “Transit First” in order to build a transportation system more balanced than the current one.
 - Build partnerships with state and metropolitan agencies and other local government units to advance transit strategies and programs of mutual benefit.
 - Focus transit services and development growth along transit corridors.
 - Give public transit priority in development planning and on the Minneapolis street system.
- Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers, and along transit corridors.
- Minneapolis will continue to aggressively pursue transit improvements in corridors that serve major transit origins and destinations, with the eventual goal of a regional rail system that includes Light Rail Transit (LRT) and commuter rail.
 - Continue to pursue a regional network of improved transit, linking LRT service and existing bus service.
- Minneapolis will continue to enhance opportunities for cyclist movement.
 - Make it safer, easier and more convenient to cycle in the City by expanding and maintaining lanes, paths, trails and parking facilities for cyclists.
 - Continue to plan for and develop a coordinated system of commuter and recreational bikeways that use collectors, local streets and greenways.

Chapter 9 – City Form

- Minneapolis will support preserving and expanding the existing open space network, including greenways.
 - Support the Park Board’s “no net loss” of parkland policy.
 - Encourage new development projects to incorporate open spaces and green spaces through land use regulations and other regulatory tools.
 - Promote the development of financing, maintenance and community involvement tools that encourage the greening and improvement of transportation corridors and public spaces.
- Minneapolis will support the development of residential dwellings of appropriate form and density.

- Expand the understanding of the role that urban density plays in improving business markets, increasing the feasibility of urban transit systems and encouraging the development of pedestrian-oriented services and open spaces.
- Advance the understanding of urban housing and urban retailing among all members of the design and development community.
- Minneapolis will work with private and other public-sector partners to invest in new development that is attractive, functional and adds value to the physical environment.
 - Facilitate the location of new economic activity (office, research and development, and related light manufacturing) that takes advantage of environmental amenities and co-exists with neighbors in mixed-use environments.
 - Promote the use of progressive design guidelines and street-oriented building alignments to maximize compatibility with surrounding neighborhoods.
 - Curb the inefficient use of land by regulating maximum and minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.
 - Require site designs that maximize the potential for public transit and alternative transportation use in commercial, research and development, and light industrial developments.
- Minneapolis will work with institutional partners to see that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area.
 - Develop building forms on the edges of institutional property that are most reflective of neighboring properties.
- Minneapolis will maintain and strengthen the character of the City's various residential areas.
 - Infill development standards must reflect the setbacks, orientation, pattern, materials, height and scale of surrounding one and two family dwellings.
- Minneapolis will promote design solutions for automobile parking facilities that reflect principles of traditional urban form.
 - Require landscaping of parking lots.
 - Establish reduced minimum and new maximum parking standards to discourage excessive reliance on automobiles
 - Locate parking lots behind buildings or in the interior of a block to reduce the visual impact of the automobile in mixed-use areas.
- Minneapolis will restore and maintain the traditional street grid.
 - Maintain the street grid as the preferred option while evaluating new development of potential street changes

- Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions between different land uses.
- Minneapolis will encourage new development to use human-scale design features and incorporate sunlight, privacy and view elements into building and site designs.
- Minneapolis will establish land use regulations to achieve the highest possible development standards, enhance the environment, promote flexibility in approaches and otherwise carry out the comprehensive plan.
- Minneapolis will preserve and enhance the quality of living in residential neighborhoods, regulate structures and uses that may affect the character or desirability of residential areas, encourage a variety of dwelling types and locations and a range of population densities, and help ensure amenities, including light, fresh air, privacy and open space.
- Minneapolis will promote increased housing production in designated areas of the City to accommodate population growth.
 - Use both infill development and new development opportunities to increase housing in the City.
 - See that new development projects incorporate a mix of housing types and affordability levels to reach a range of housing submarkets.
- Minneapolis will establish industrial districts to provide locations for industrial land uses, while seeing that new industrial development is compatible with its surroundings.
 - Develop regulations for the industrial districts that promote compatible industrial development and the efficient use of land.
- Minneapolis will prioritize growth in light industrial land uses to increase the tax base and create jobs for City residents.

Major Study Areas and Corridors

Due to the Midtown Greenway’s location running east-west across the heart of the City, it serves both as a connector of places and systems as well as a public realm and transportation feature. The Minneapolis Plan identifies a series of Major Study Areas, Housing Sites, Activity Centers, Growth Centers, Corridors and Connectors/Open Spaces, and the Greenway plays a prominent role in each. Please refer to the above policy statements for implementation steps regarding each of these designated features.

The Midtown Greenway is listed as a Major Study Area in the Minneapolis Plan, and intersects other Major Study Areas as well. The Greenway traverses through two Activity Centers: Uptown (Hennepin Avenue and West Lake Street) and Lyn-Lake (Lyndale Avenue South and West Lake Street). According to The Minneapolis Plan, Activity Centers generally have diverse uses that draw traffic from citywide and regional destinations, but do not generally support automobile uses. They are defined by medium- and high-density residential and mixed uses with a traditional urban form with a significant pedestrian and transit orientation. Both Uptown and Lyn-Lake

exhibit these elements, in addition to possessing a unique urban character that distinguishes them from other commercial areas.

The Greenway also plays an important role for housing growth in the City. The Minneapolis Plan designates several Major Housing Sites within the corridor area. The Midtown Greenway itself is considered a Major Housing Site, as is Urban Village, the Wells Fargo/Hospital Area and the Hiawatha/Minnehaha Corridor. These areas are characterized as possessing available land and being appropriate locations for redevelopment with higher density housing types.

In addition to housing, transit is an important component of The Minneapolis Plan. According to the Plan, transit station areas are important land use features that “represent unique opportunities and challenges that require special policy consideration.” One such area is designated at the intersection of the Midtown Greenway and the Hiawatha LRT corridor, at the Lake Street/Midtown station. This LRT station is located at the eastern end of the project area. Within this Transit Station Area (a half-mile radius around the station), tools must be identified that maximize the potential community development benefits of transit while also strengthening and protecting the surrounding neighborhoods.

The Minneapolis Plan also highlights other modes of transportation and related urban form. The Midtown Greenway not only is designated as a “potential greenway” by the Plan, it is also located a half block north of Lake Street, which is designated as a Commercial Corridor. According to The Minneapolis Plan, Commercial Corridors are characterized as streets that have high traffic volumes, a mix of uses (with commercial dominating), vertical mixed use and buildings fronting onto the commercial corridors with a traditional urban form. Other intersecting streets designated as Commercial Corridors include Hennepin, Lyndale and Nicollet Avenues north of Lake Street.

South of Lake Street, Hennepin, Lyndale and Nicollet avenues are designated as Community Corridors. These are corridors that usually connect more than two neighborhoods, exhibit land use patterns that are primarily residential with commercial uses clustered at intersections (nodes), have medium to high traffic volumes, are non-supportive of automobile-oriented shopping centers, and have small-scale retail uses that are traditional in form and that serve the immediate neighborhood. Other Community Corridors that intersect with the Greenway are Chicago, Bloomington and Cedar avenues.

Previous Planning Studies

Numerous planning and transportation studies have addressed and are addressing the Midtown Greenway and its study area. These studies have been conducted by the City, County, neighborhoods, business communities and other groups, and provide a foundation of goals and objectives to be carried into the Midtown Greenway Land Use and Development Plan.

While this Plan recognizes the value of these previous efforts, it is not the purpose to duplicate these efforts but to build upon them to help the City and neighborhoods guide the future of development in the corridor. The following studies/reports were reviewed and summarized for the Midtown Greenway Land Use and Development Plan. Please refer to *Appendix C* for these summaries.

- Midtown Minneapolis Land Use and Development Plan (2006)
- Southwest and Midtown Corridor Inventory of Studies (2004)
- Seward Longfellow Greenway Area: Land Use and Predevelopment Study (2004)
- Corcoran Midtown Revival – 2002
- Phillips/Central/Powderhorn Park Small Area Plan – 1997
- Whittier South Land Use Report and Redevelopment Plan – 1992
- Lake Street/Midtown Greenway Corridor Framework Plan – 1999
- Public Art Master Plan: Midtown Greenway Corridor – 2001
- Mitigation & Enhancements: I-35W Access Project – 2002
- Proposed Midtown Greenway Zoning Overlay District

Summary of Demographics and Market Findings

The following is a summary of the demographic trends and market findings for the Midtown Greenway project area. Please refer to *Appendix D* for a more detailed demographic and market analysis that includes the data used for the following summary.

For planning, demographic and market analysis purposes, the Midtown Greenway analysis area was split into three subareas. The first consists of areas west of Hennepin Avenue, the second between Hennepin Avenue and Chicago Avenue and the third between Chicago Avenue and Hiawatha Avenue. Dividing the Midtown Greenway into three subareas was based on both the demographic and physical characteristics of the Greenway. Census tracts that fall within or that cross study area boundaries were included in the demographic analysis.

Western Subarea **Demographic Trends**

The demographic analysis identified a slightly older household base in the area immediately west of Hennepin Avenue, and a higher proportion of owner-occupied households. There are a considerable number of mid-age householders living in the area who are renting their housing. Additional for-sale housing development in this area is expected to boost the proportion of owner-occupied households, but up to now there has been little new product in the neighborhood to attract these older householders, many of who would prefer to own their housing.

New projects are being proposed near Lake Calhoun that will attract this group. In addition, most of the small in-fill projects have been priced beyond a level where they would attract young and mid-age households to purchase. Young people are attracted to this area because of its high amenity and entertainment value. Most new construction housing units in the area are priced beyond the reach of many young households. Conversion condominiums have already attracted a significant number of young people to buy. Most of this product has already been absorbed. New units priced under \$300,000 would attract a higher proportion of young households to purchase in the area.

Housing Market Conditions

Demand for popular Calhoun locations continues, and buyers are responding to the availability of new construction and conversions. Loop Calhoun, on the former Waco Variant site, is a moderately priced condominium building that will not offer its residents views of Lake Calhoun. This has made the property more affordable and as such, absorption has been strong. Absorption of units at Loop Calhoun has averaged 20 units per month, relatively high in this market. Despite a lack of views, buyers have responded to the lower price points and the convenience of this location to a variety of amenities, recreational, entertainment and shopping. Loop Calhoun, 2626 West Lake Street and the pending Village Green rental development all back up to the Midtown Greenway. Embracing the Greenway on the northern boundary of these properties has enhanced absorption.

Central Subarea

Demographic Trends

The demographic analysis identified a young household base in the central subarea of the Greenway, with a median age of only 27.3 years. A more moderately priced housing stock has attracted a significant number of young people, both renters and owners, to the mid-section of the Greenway.

Redevelopment at the Midtown Exchange and other proposed projects are expected to impact the area's demographic profile. This area is expected to continue to attract a variety of immigrant households and sustain a sizeable base of white and black households. New housing developments in this subarea of the Greenway and in the immediate vicinity are primarily attracting younger households looking for moderate pricing and an eclectic neighborhood.

Redevelopment is pushing to the east along the Greenway, which is considered to be a catalyst for new development. The redevelopment of Lake Street and the Midtown Greenway from Nicollet Avenue to the Midtown Exchange was recently assessed through a planning analysis that considered primarily residential reuses along the Greenway and focusing on commercial retail uses on Lake Street. Industrial and commercial office uses are considered to be the most challenging due to limited sites, high land prices and difficult access.

Market Conditions

Most of the new residential development has been focused in the Lyn-Lake area near the intersection of Lake Street and Lyndale Avenue. New restaurants and other service and retail businesses have renovated spaces in the area and are drawing locally and regionally. The Jungle Theater's new venue serves as a landmark for this intersection. At the opposite end of the Central subarea is the Midtown Exchange, a significant mixed-use project that will combine residential, hospitality, office and other commercial retail within its compound when complete. The renaissance of the Lyn-Lake and Midtown Exchange areas serves as bookends to further redevelopment along the Central subarea of the Greenway.

Although there has been limited interest on the part of private developers for sites in the Central subarea, key nodes such as Lyndale-Lake, Nicollet-Lake, and Chicago-Lake are expanding their impacts to the surrounding area. We continue to see strong interest primarily from prospective residents about locating near the Greenway and the amenity value of the Greenway in relation to housing. We believe that as more developments are proposed near the Greenway, this impact will continue to increase.

Conversions are interspersed throughout the Wedge neighborhood near the core of the Central district. Most of the buildings are small with a heavy proportion of one-bedroom units having been converted to condominiums. Most of these properties have had units sell well to first-time buyers who want to live near Uptown's core at Lake and Hennepin. Most of the buildings that could be likely to convert in the future are those located in or very near the Wedge district between Lyndale and Hennepin avenues or those along the Greenway. If the housing market remains strong and redevelopment along the Greenway continues, there may be other conversion opportunities in the future. Appropriate conversions could help to stabilize some of the neighborhoods in the east of this area that currently have very high proportions of rental housing relative to owner-occupied housing. Initially though, conversions may be somewhat difficult to complete if projected price points are too low. A lower price structure could work if the property has been owned for a number of years by the same person with a modest amount of renovation.

Machinery Lofts may convert to a commercial use. This idea is being considered by the developer and by the neighborhood. The building appears appropriate for commercial use with modest reconfigurations. Retail uses are also being considered for the space, but we believe are somewhat unlikely given the location of the building off of primary travel routes, other than the Greenway, which still does not have the level of traffic necessary to support most retail users.

Eastern Subarea

Demographic Trends

The population density of this area is 9,691 persons per square mile, which is 18 percent higher than the western subarea, and 63 percent lower than the relatively dense central subarea. The eastern subarea population density is

also lower than the City as a whole. Additionally, the eastern subarea is more racially diverse than the rest of the study area and the City as a whole. Approximately 47.5 percent of the population is white, approximately 26 percent is Hispanic or Latino and 24.1 percent is black or African American. There are other races located in the area, but the above-listed races are the most prevalent. The median age in this section of the study area is 28 years of age as compared to 34.9 years of age in the western subarea, and 27.3 years of age in the Central subarea. The median age of the entire City is 31.2.

Approximately 59 percent of households in the eastern subarea are family-households, which is higher than the rest of the Greenway study area and the City as a whole. The average household size in the eastern subarea is 3.07, and the average family size is 3.84 persons, which is also higher than the household size of the western and central subareas and the entire City. In the eastern subarea, 48.6 percent of the housing units are owner occupied and 51.4 percent of the units are renter occupied. This owner occupancy rate is the highest in the study area and is slightly lower than the City rate of 51.4 percent.

Housing Market Conditions

There has been little new residential construction in the eastern subarea of the Midtown Greenway. The most recent has been the Sherman Associates development with 34 units of rental housing between 29th Street and Lake Street on Bloomington Avenue.

New investment in the Phillips neighborhood has occurred primarily in areas within the Central subarea of the Greenway, along Franklin Avenue between Portland Avenue and 11th Avenue South and along Portland Avenue between 26th and 28th Streets, but less in the Eastern subarea of the Greenway, east of Chicago Avenue. New housing is needed, but funding for large-scale redevelopments and the pricing structures necessary to support market demand for housing in the Eastern section of the Greenway is challenging.

Housing values for single-family homes in the area have risen substantially over the past few years. People moving into the area have been attracted by housing that is affordable compared to many other areas of the City. Home values however, remain relatively low.

The area is attracting new immigrant households, many of whom are investing in the neighborhood. Median incomes in the Eastern subarea are similar to those in the Central subarea, but household size is larger as well, indicating there are more people in the household that need to live on the family's income. Household sizes are larger with a greater demand for larger unit sizes. Developing units with more than two bedrooms in an area with moderate income levels also creates additional challenges in being able to produce housing units that are economically and financially feasible.

Summary

Western Subarea

Redevelopment in the western subarea is driven by strong market demand for housing that takes advantage of the amenity value of the Lakes and the entertainment and retail offerings at and near the intersection of Hennepin Avenue and Lake Street. The area has always attracted a predominantly younger group of people that prefer to live in the area because of its hip, trendy environment. With the new developments that are underway, this demographic is shifting toward greater interest from empty-nesters who have higher incomes and are able to afford the premium that is placed on the desirability of the location.

New buildings in this area are taking advantage of the Greenway's proximity and are directly embracing it. We believe that this design element has led, and will lead, to increased absorption of units at these developments.

Locations closer to Hennepin Avenue or fronting on major thoroughfares are also trying to incorporate commercial space on the street level. The size and type of the commercial space contemplated is determined by the property's location at high traffic areas and/or near other commercial concentrations. Retail and entertainment uses are often considered in the western subarea. There has also been a market identified for a modest amount of office space in this subarea.

Central Subarea

Redevelopment in the central subarea is occurring at specific nodes. These nodes at Lyn-Lake, Portland Avenue and Chicago Avenue are areas where market demand and redevelopment efforts have combined to create a critical mass that is attracting more households and commercial development to the area. Although housing is being developed in the Lyn Lake area, the renaissance first occurred with entertainment and retail offerings, followed by interest in additional housing. At Midtown Exchange (Chicago Avenue), a critical mass of redevelopment including housing, retail, office and hospitality are combining to round out the Abbott Northwestern health care campus and to tap into the activity along Lake Street.

There is, however, limited or no redevelopment occurring between Lyn Lake and the Midtown Exchange. The Midtown Minneapolis Land Use and Development Plan, approved in 2005, recommends land use changes at Nicollet and Lake Street in conjunction with the reopening of Nicollet south of the Midtown Greenway. This proposal depends to some degree on redevelopment of the Kmart site, and timing at this point is uncertain. We believe that as the Lyn-Lake area expands, there will be additional interest in parcels near Lyn Lake and adjacent to the Greenway.

The redevelopment potential, however, will depend to some degree on the ability to connect not only to the Greenway but to other activity and amenities along Lake Street. The Lyn-Lake district is successfully expanding its entertainment and retail offerings. We expect that this will

expand both along Lyndale and along Lake Street within a few blocks of the Lyndale and Lake intersection.

The intersection of Nicollet Avenue and Lake Street offers strong potential for a large-scale mixed use development as recommended in the Midtown Minneapolis Land Use and Development Plan. Reconnecting Nicollet Avenue to Lake Street would create stronger connections to the Greenway at this location.

Eastern Subarea

The eastern subarea is experiencing the least amount of redevelopment, except for the area immediately adjacent to the Hiawatha-Lake Light Rail Transit station where there has been some interest in developing housing.

The eastern subarea, while the most likely to benefit from housing close to public transit connections, is also the area where the greatest challenges are likely to occur regarding matching housing demand and needs with financial feasibility.

Investment in single-family homes has increased substantially during the recent housing boom. As a result, home values have risen dramatically. Housing values, however, have also risen substantially in other areas of the City. Homes still remain relatively affordable in this area of the City.

There are limited development opportunities evident along the Greenway in the eastern subarea.

There is likely to be some expansion of the redevelopment that is occurring at the Midtown Exchange. We believe that additional expansion may be likely to move to the east. This expansion will also likely require some financial support to achieve strong market acceptance of new products.

Opportunities exist in the eastern subarea to better connect the Greenway to Lake Street and to take advantage of the strong commercial district that exists adjacent to Hiawatha Avenue. To encourage more redevelopment within the eastern subarea, it may be necessary to consider specific projects closer to Hiawatha Avenue and then build over toward the west.

Development Density in the Midtown Greenway

Current Development Density, Trends and Building Types

As part of the research process for the Midtown Greenway Land Use and Development Plan, an initial task was to survey, analyze and document existing building and development conditions within the context of the Midtown Greenway. Contained here is a summary of this exercise; please refer to Appendix E for the full report. This exercise included identifying and photographing a variety of building types, documenting their location and context within the block pattern, and assembling parcel data, zoning and total units/density. The analysis included existing and recent development

projects. This information provided a foundation for the proposed building types (see Chapter VIII. Development Guidelines), which were a central component of the form-based approach to development guidelines. Proposed development was also identified and documented for a number of sites along the Greenway.

The analysis identified approximately 10 building types found in the study area. A majority of these were residential uses that make up most of the developed area, from single-family to two-family and multi-family buildings. Though residential development is prevalent throughout the study area, a number of more intense, mixed-use areas are prominent (i.e., Lake Street and Calhoun, Uptown, Lyn-Lake, Chicago and Lake, and Lake Street and Hiawatha).

For multi-family types, established “garden apartments” were commonly found, which are 3.5- story buildings with little or no on-site parking. A good example of this type is the area fronting the south side of Lagoon, just west of the Walker Library. Sited very close together, these buildings represent densities of 80 to 100 dwelling units per acre. While these buildings serve as models for transit-oriented development, these building types do not address current marketplace expectations of on-site parking.

Essentially one building type was found in the survey of recent and proposed development: multi-family rental and for-sale development located in each of the identified Development Districts. These are typically four to six stories and include on-site, underground parking; a few also included a limited amount of commercial/retail space.