



Amanda Arnold, Principal City Planner
CPED – Planning Division
250 South 4th St #110 PSC
Minneapolis, MN 55415

March 24, 2009

Ms. Arnold,

I am writing on behalf of the members of the Soo Line Community Garden to express our thoughts about the Draft Lyn-Lake Small Area Plan. Soo Line Community Garden is located north of the Midtown Greenway between Garfield and Harriet Avenues. In any given year there are about 100 gardeners. The garden is open to the public and many more people use it each year to enjoy its beauty or for access to the Midtown Greenway. The garden has been in existence since 1992.

We are most pleased to see the Draft Plan recommends that “Soo Line (Community) Garden should be preserved as a community garden and opportunities for other community gardens should be pursued.” This recommendation recognizes the importance of Soo Line Community Garden to the surrounding neighborhood. Over nearly two decades we have received a tremendous amount of support from our neighbors and we are pleased that this Draft Plan gives official recognition to that.

The above recommendation also recognizes that there is inadequate community gardening space in the study area. Over the years, and especially since the completion of the new multi-unit residential buildings in the area, we have seen demand for garden space grow tremendously. We turn away many more people than we can accommodate because of limited space. The recommendations for more high density housing will further increase the demand for garden space. We would like to see the Plan recommend that new permanent community garden space be a requirement of any new residential development, either on the grounds of the development or on other land nearby. From past experience we know that the people who move into these units will be looking for some space to garden. The Plan should include an active mechanism for accommodating this desire, rather than a more passive approach of waiting for opportunities to arise. More community garden space will make those developments and the area as a whole a more attractive place to live.

c/o Jim Howitt

**2639 Aldrich Ave South #101 Minneapolis MN 55408
612-706-1425**

We would also like to express support for the parts of the Draft Plan that limit building height on the south side of the Midtown Greenway for the purpose of minimizing shading on the trail. Avoiding shade is, of course, an important issue for us. Access to full sun is an important part of the success of Soo Line Community Garden. We're happy to see that this Plan will allow us to have access to that vital resource.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "James Howitt". The signature is written in a cursive, slightly slanted style.

James Howitt
Treasurer and membership coordinator

Lyn-Lake Small Area Plan
45 Day Public Review Draft – February 2009

From: Ken Kalina, Lowry Hill East resident, 4/4/09

Context: I am a former LHENA Board member and sat on the Steering Committee for the Uptown Small Area Plan. I reside at 2708 Aldrich, across the street and facing the western border of the Lyndale Ave S (north of W 28th St) sub-area and less than one block north of the proposed expanded Activity Center. I am responding as an individual resident and will concentrate my reaction on these two areas.

Lyndale Avenue S, north of W 28th St:

I am pleased to read that:

- “While the character of these streets [Lyndale & Lake] is mainly commercial, residential areas are nearby and impacts from commercial uses must be mitigated...”
- “The plan aims to guide phased infill development in a way that will... enhance neighborhood livability...”
- “Future development should be sensitive to the existing context, particularly the residential uses along Aldrich and Garfield Avenues.”
- “This plan supports the desire of the adjacent neighborhoods to retain the residential character...”
- “The Urban Neighborhood designation is not generally intended to accommodate significant new growth, other than the replacement of existing buildings with those of similar density.”

These comments mirror elements within the Hennepin Avenue Commercial Corridor sub-area of the approved Uptown Small Area Plan, such as:

- “Properties that extend from Hennepin Avenue to a parallel neighborhood street should be redeveloped with residential uses on the neighborhood street and mixed-use on Hennepin Avenue.”
- “The Plan recommends preserving neighborhood scaled streets in the neighborhoods (maximum of 35 feet) while allowing greater height mid-block (between Hennepin Avenue and the north/south neighborhood street).”
- “The Plan recommends that future development be sculpted to create better transitions and reduced shadowing of public spaces and streets.”

The Lyn-Lake Small Area Plan, Chapter 5, Area 5 ends with a conceptual sketch of possible future development along Lyndale Avenue South. What I find concerning about this sketch are the conceptual structures along Aldrich/26th St and Garfield/26th St. These conceptual structures in no way support the plan’s text which reads: “The Urban Neighborhood designation is not generally intended to accommodate significant new growth, other than the replacement of existing buildings with those of similar density.” Unless the Lyn-Lake Small Area Plan secretly supports such intense development on Aldrich & Garfield, I suggest that this conceptual sketch be revamped (consistent with the text) or removed in its entirety.

Activity Center:

If “the preference is for commercial uses to be focused on Lyndale Avenue South and West Lake Street, and for residential uses to line Aldrich and Garfield Avenues” as stated in Chapter 5, Area 1, then in this writer’s opinion, Lyn-Lake’s expanded Activity Center boundaries have gone way too far.

The approved Uptown Small Area Plan achieved a similar objective (i.e., more intense development on either side of the Midtown Greenway) by designating two distinct character areas (i.e., the Activity Center and the Urban Village). Such designations remove ambiguity such as whether commercial uses are appropriate north of the Greenway on Girard (in the case of the Uptown Small Area Plan) or on Aldrich & Garfield (in the case of the Lyn-Lake Small Area Plan).

Furthermore, the Uptown Small Area Plan’s Activity Center boundaries extend north of the Midtown Greenway and east of Hennepin Avenue, but only mid-block (i.e., not all the way to 28th Street and not all the way to Girard). This writer finds these mid-block distinctions more in keeping with the plan’s stated goal of establishing a high quality transition into the neighborhood, limiting commercial encroachment, and retaining the residential character of the neighborhoods.

This writer notes that Uptown has a pre-existing transit station which helped justify the extension of its Activity Center boundaries north of the Greenway, yet the Uptown Small Area Plan had the foresight to limit expansion of that character area in a manner sympathetic to the neighborhood transition (i.e., 28th Street and Girard). This writer finds it ironic that Lyn-Lake does not have an existing transit station, and there are no guaranties that the Southwest Transitway route will pass through this area, yet the recommendation is to expand Lyn-Lake’s Activity Center north of the Greenway significantly greater than Uptown’s Activity Center. If a potential Lyn-Lake transit station is to be used to justify the expansion of its Activity Center boundaries, then this writer strongly suggests that these boundaries mirror the Uptown Small Area Plan Activity Center, with expansion on Lyndale, but not all the way to 28th Street, and certainly not all the way to Aldrich or Garfield Avenues (unless, of course, the Lyn-Lake Small Area Plan, unlike the approved Uptown Small Area Plan, does not have a stated goal of establishing a high quality transition into the neighborhood, limiting commercial encroachment, and retaining the residential character of the neighborhoods).

Misc. related edits:

Chapter 6: Implementation

The 5th recommendation appears to be missing the word “residential”. “Commercial Uses should be focused on Lyndale Avenue South and West Lake Street, and [residential] uses should line Aldrich and Garfield Avenues.”

April 5, 2009

Amanda, Joe and Hilary,

Below are my comments on the LynLake Small Area Plan draft, available at:
<http://www.ci.minneapolis.mn.us/cped/LL-Working-Documents.asp>

PUBLIC PARTICIPATION...THANK YOU

- Public participation events were numerous and definitely got better the more we had them. Thank you for opening up the process! Please keep public participation as part of all future planning.

WEST LAKE URBAN VILLAGE CHARRETTE 1998...STILL VALID

- I think the land use fundamentals arrived at in the urban village charrette of 1998, are still valide and should not be considered "somewhat out of date" (see page 11). Yes, it happened 11 years ago. But the urban design ideas are still valid, including the idea of keeping a public right-of-way open on both sides of the greenway, up on the ridgeline of the greenway edge. It's very important to maintain the public access, not only to the greenway itself, but the parts up along the edge. The plan should recommend maintaining/adding public right-of-way on north and south sides of the greenway trench area. If not, private landowners will build right out to the greenway edge potentially blocking pedestrian circuitry up along it's edge. For pedestrians, it will feel like that are traversing one gated community/business after the other as the simply walk east-to-west & west-to-east along the ridgeline of the greenway.

LYNLAKE DAY JOBS...NEEDED

- The entire uptown area needs support in getting and attracting "day job" businesses. This will attract more people with families wanting to "live-where-you-work" and "work-where-you-live", into the uptown area. This in turn will make businesses more attracted to setting up shop in the area. And that is what we need to revitalize the Lake St corridor. The LynLake Small Area Plan recommends this - thanks!

RECOMMENDATIONS FOR AREA 4

- For the South Side of Lake Street (page 48), I feel the plan should recommend similar building shapes and sizes as is mentioned for the north side of the street. Lake street is a corridor, and should be reinforced equally on both sides of the street, in a balanced way. In other words, there shouldn't be tall buildings on one side, and small buildings on the other. I would like to see the buildings on each side of our main corridor streets somewhat mirror each other in size and shape and use.
- The plan does recommend "transitions" from the larger mixed-use buildings fronting Lake St. down to smaller sized residential buildings in the neighborhoods...transitions in the north and in the south direction. I think this is important and good that it is in the document.

MAX/MIN BUILDING SITE SHELLS...FOR PROTECTING THE PUBLIC SPACE

- I would like to see visuals and drawings to show what the recommendations of the areas intend. The Bonestroo concept drawings are awesome, and I love every one of them. However, they do recommend a certain style and design...which I like, but many people may take the drawings the wrong way, as the city dictating a certain style & design.
- To avoid dictating building design and style, I'd like to see in addition to the Bonestroo concept drawings, a simple 3D drawing of what is recommended as far as a minimum building site shell boundary, and maximum building site shell boundary, for each of the high profile corridor parcels in the plan.
- The minimum building site shell boundary makes sure we don't have another Arby's-like site design happen again. Where the building is tiny and the rest of the site is wasted on parking. The maximum building site boundary works at the other end of the spectrum, enforcing against overly tall and excessive buildings.
- You could think of these building site shell boundary diagrams as setback recommendations, but in 3-dimensions and specified with a max & min setback instead of a single value setback. They address building height as well as parcel boundary issues, and they give developers a minimum as well as a maximum of space to build within. The city then avoids dictating design, and leaves the creativity to developers and architects.
- You could do this with translucent see-through 3-dimensional concentric boxes done in sketchup. They must be see-through, and look like force-fields not building walls, otherwise people will think big box buildings are being recommended.
- No drawing skills are needed to specify max/min building site shells.
- The building site shell concept can be extended to specify shells on a per floor basis. This would allow the specification of a "stepping back" profile of the buildings along the south side of the greenway, for instance.
- In the very least, corridor-fronting parcels need these max/min site shells to be specified, because of their close proximity to the public space and their effect on the pedestrian walking experience. They also help guide the softer side of the corridor parcel, the side that transitions to the neighborhood.
- I feel that it's appropriate for the city to initiate the recommendation of max/min building site shells, because they protect the public space from the freedoms of private development, and at the same time they do not dictate building design nor building style.

Thanks for opportunity to respond.

Mike Musty
LynLake Resident & Business Owner

THE WEDGE

LOWRY HILL EAST

NEIGHBORHOOD ASSOCIATION

1200 West 26th Street, Suite 107, Minneapolis, MN 55405 (612) 377-5023 lhena@thewedge.org

Hennepin
Lyndale
Lake

April 6, 2009

Amanda Arnold
Principal City Planner
City of Minneapolis
250 South Fourth Street
Minneapolis, MN 55415

Dear Ms. Arnold,

The Lowry Hill East Neighborhood Association (LHENA) Board of Directors has reviewed the 45-Day Public Comment Period Draft of the Lyn-Lake Small Area Plan (henceforth referred to as "the Plan") and has identified the following recommendations as they pertain to the Lowry Hill East neighborhood.

Historic Preservation

LHENA supports strong corridor development while remaining mindful that certain sections contribute to the diverse character along Lyndale Avenue South. An example can be seen in the existing housing stock between 24th and 26th Streets. Even as their use may shift from residential to commercial, these structures should be preserved. The Plan should more clearly establish and encourage the potential for historic preservation within the Study Area.

Density

The Board reaffirms positions previously stated in response to the Uptown Small Area Plan and Midtown Greenway Land Use and Development Plan, as well as within the Lowry Hill East Rezoning Study, and supports medium- to high-density development in appropriate locations, defined as along commercial corridors and south of the Midtown Greenway. North of the Midtown Greenway, particularly the block bounded by Bryant and Aldrich Avenues and 28th Street, the Board prefers medium-density housing for the half-block swath immediately north of the Greenway and low-density housing immediately south of 28th Street in order to facilitate transition to the neighborhood core.

LHENA would not oppose reexamining accepted density levels north of the Greenway should the Light Rail Transit (LRT) Corridor become a reality within the Study Area.

Activity Center Boundary

LHENA does not support the staff recommendation to extend the Activity Center boundary north to 28th Street due to the encouragement of very-high density housing within the Activity Center boundaries as defined in the Plan and existing City policy. While LHENA is very much in support of a number of the

defined Activity Center concepts and recognizes that many of these elements are appropriate for Lyndale Avenue, south of 28th Street, the Board cannot endorse very-high density housing, nor the encouragement of high-density development in those areas immediately adjacent to the Activity Center, particularly without the guarantee of additional transit options, such as LRT.

Regarding the block bounded by Aldrich and Lyndale Avenues, 28th Street and the Midtown Greenway, LHENA prefers that commercial activity be restricted to Lyndale Avenue. LHENA would support a case-by-case review and examination of potential future opportunities to include a commercial component for those parcels extending the full block east-to-west from Lyndale to Aldrich Avenues, while emphasizing a strong preference for residential-only uses on Aldrich Avenue.

If you have any questions, please contact our office at 612-377-5023.

Sincerely,

Peter Sukki Kim
LHENA Board President

Cc: Councilmember Ralph Remington

Encl: 2007 LHENA Uptown Small Area Plan Position Statement
2006 LHENA MGLUDP Position Statement
2004 LHENA Rezoning Study Guidelines
2004 LHENA-Recommended Critical Properties Map

THE WEDGE

LOWRY HILL EAST NEIGHBORHOOD ASSOCIATION

1200 West 26th Street, Suite 107 □ Minneapolis, MN 55405 □ (612) 377-5023 □ lhena@thewedge.org

Hennepin
Lyndale
Lake

November 19, 2007

Amanda Arnold
Principal City Planner
350 South 5th Street
Minneapolis, MN 55415

Dear Ms. Arnold,

The Lowry Hill East Neighborhood Association (LHENA) has reviewed the 45 Day Public Comment Period Draft of the Uptown Small Area Plan (henceforth referred to as "the Plan"). LHENA feels that the Uptown Vision Statement and Design Goals, as outlined in Chapter 6, are consistent with community input from the visioning sessions and community meetings, and that many elements of the Plan incorporate both this vision and these goals.

LHENA fully supports the following Plan elements:

- The Plan identifies Uptown as a mixed-use, mixed-income community with a diverse mix of housing options, services and businesses for both residents and visitors (pp. 5, 7, 8, 20, 22, 44, and Appendix C: Community Meeting Summaries). The Plan identifies that the neighborhoods rely on Uptown for a range of daily goods and services (p. 28) at a range of price points, such as Rainbow vs. Lunds, Fantastic Sams vs. Juut Salon, or Arby's vs. Stella's.
- The Plan stresses reinforcing the surrounding neighborhoods and establishing gradual transitions between residential and commercial areas (pp. 11, 43, 47, 80).
- The Plan states that new construction should coincide with the prevailing scale of the neighborhood (p. 63) and that the scale of development adjacent to the Neighborhood Character Areas should step down to facilitate the transition (pp. 58, 63).
- The Plan states that Hennepin Avenue (north of 28th Street) will be characterized by medium density housing containing street level retail with residences and small offices above (p. 64). The Plan further states that properties extending from Hennepin Avenue to a parallel neighborhood street should have residential uses on the adjacent neighborhood street (p. 64) and preserve the neighborhood scale on the neighborhood street (p. 66). *(LHENA would add that alleys should be maintained in order to discourage combining properties and to maintain the residential characteristic of properties not directly fronting the corridor.)*

- The Plan supports neighborhood initiatives such as maintaining, preserving, and improving existing housing stock (p. 43), maintaining, preserving and improving the residential character of the Neighborhoods (p. 63), and preserving the existing residential fabric of small apartments and single family homes in the half block swath immediately south of 28th Street (p. 58).
- The Plan includes graphics that depict sculpted building envelopes that are sympathetic to the neighborhood transition in the Urban Village North sub-area from 28th Street to the Midtown Greenway (pp. 6, 61, 75) and low impact development for the half block immediately south of 28th Street that is sympathetic to the neighborhood transition (pp. 48, 51, 52, 57).
- The Plan states that recent residential developments on the north side of the Greenway establish appropriate precedents for building type, use and relationship to the Greenway (p. 17).
- The Plan identifies that growth should occur along the Corridors (pp. 11, 47) but that new growth, height and density should be concentrated in the Core (pp. 6, 17, 48, 80, 85) between Lake Street and the Greenway and between Hennepin and Dupont Avenues.
- The Plan identifies that where taller buildings are proposed, there should be a broader public discussion that evaluates and weighs the overall public contributions and merits of the project (p. 74). The plan further identifies that where developments exceed five stories, there should be offsetting public amenities such as access to the Greenway, public parking, affordable housing, etc. (p. 74).
- The Plan further clarifies that care must be taken to avoid shadowing on public spaces such as the Greenway (pp. 17, 74, 76, 84, 85) or surrounding residential properties (p. 74).

LHENA recognizes that our neighborhood has already absorbed much growth within Uptown's defined study area, and that the Plan calls for Lowry Hill East to absorb the majority of Uptown's planned growth over the next 15 to 20 years. LHENA understands that growth can help bring positive changes to the Uptown area, and that growth can help stabilize local businesses, create opportunities for new businesses, and support both transit options and pedestrian infrastructure improvements. LHENA understands the Plan's recommendation to concentrate Development Intensities (height and density) within the Core and Urban Village South sub-area (between Lake Street and the Greenway and between Hennepin and Dupont Avenues) and that this helps to protect and stabilize the neighborhood transition. In this Core area, LHENA notes that the Plan calls for a higher Transit-Oriented Development Intensity (for the blocks between Fremont and Dupont Avenues and between Lagoon Avenue and the Greenway) than was recommended in the February 2007 Midtown Greenway Land Use Development Plan (which called for a lower impact Urban-Oriented Development Intensity for these same blocks). LHENA views this increased intensity in the Core as an opportunity to diminish intensity north of the Greenway and protect this critical neighborhood transition area.

With these observations in mind, and to clearly communicate the Plan's Design Goal #1 of reinforcing a high-quality transition between the residential and commercial areas, LHENA must note that there are numerous inconsistencies between the Plan's narrative elements and its maps, and that the Plan should fine-tune its Land Use and Intensity maps, outlined on pages 12, 58, 79, 81, and 86. These Land Use and Intensity maps could better incorporate the narrative elements of the Plan (i.e., those Plan elements fully supported by LHENA) into the Urban Village North sub-area, north of the Greenway to 28th Street. For this Urban Village North sub-area, LHENA agrees that Hennepin Avenue eastward for one-half block should be Mixed Use with a Transit-Oriented intensity. Running eastward from there, however, LHENA would prefer:

- Medium Density Housing with an Urban-Oriented Development Intensity for the half-block swath immediately north of the Greenway, and

- Low Density Housing with a Neighborhood-Oriented Development Intensity for the half-block swath immediately south of 28th Street in order to protect the existing single family homes and duplexes that still exist on the south side of 28th Street.

LHENA's preferences for this critical transition zone north of the Greenway are in keeping with the narrative elements of the Plan as highlighted above. These preferences were also shared with the City through LHENA's position statement to Beth Elliott on the Midtown Greenway Land Use and Development Plan, dated November 27, 2006 (see attached). Protection of critical properties located between 28th Street and the Greenway is also addressed in the 2004 LHENA Rezoning Study (see attached). LHENA's preference for **Development Intensity** north of the Greenway is somewhat consistent with the maps on pages 81 and 86, but LHENA's preference for **Density** north of the Greenway differs substantially from the maps on pages 12, 58, and 79.

If the Planning Commission insists on "High Density" for the half-block swath immediately north of the Greenway, then this area should be specifically identified as "High Density / Low Rise" and that the Plan's maps should clearly show this distinction in order to differentiate itself from the more intense "High Density / Mid Rise" development in the Core and Urban Village South sub-area south of the Greenway. Alternatively, if the Planning Commission insists on "High Density" immediately north of the Greenway, the area between the Greenway & 28th Street could also be divided into third-block swaths from High, to Medium, to Low Density in order to protect the existing single family homes and duplexes that still exist on the south side of 28th Street.

The Plan also provides a number of suggestions and ideas regarding improving traffic through the Uptown study area (primarily related to Lake Street and Lagoon Avenue) including the following:

- Study the feasibility of converting Lake Street & Lagoon Avenue back to two-way streets (pp. 15, 56, 103, 104-105, 107, 121).
- Consider reducing lane count on Lake Street east of Hennepin Avenue (pp. 15, 93, 103, 107, 121) and Lagoon Avenue (per the map on p.103) to two lanes in recognition of existing traffic counts.
- Examine possibilities for "improving" the Lake/Lagoon/Dupont intersection (pp. 15, 105, 107, 122) to create more developable blocks. *[Note that many graphics & maps within the Draft Plan presuppose that this possibility is the foregone conclusion (pp. 6, 13, 16, 17, 48, 50, 51, 57, 59, 77, 81, 84, 87, 89, 108).]*
- Eliminate parking on one side of Lake or Lagoon (pp. 67, 68) to slow traffic and widen sidewalks.

It is LHENA's opinion that traffic on Lagoon is already nearing capacity, especially during rush hour and weekend evenings. LHENA cautions that the Plan's traffic recommendations do not take into account further development, growth and density recommended in the Core area east of Hennepin Avenue. Such growth will likely increase transportation counts, and if efforts are made to slow Lake Street and Lagoon Avenue traffic (such as reverting to two-way traffic on Lake/Lagoon, two lanes of traffic instead of three, and/or two 90-degree, signalized turns at the Lake/Lagoon/Dupont intersection), then there may be unintended consequences, such as further gridlock, traffic redirected into the neighborhood, diminished pedestrian safety, and/or compromised air quality. If, ultimately, the Plan's Design Goal #1 is to reinforce the surrounding neighborhoods and strengthen the neighborhood edges, and Design Goal #4 is to improve Hennepin/Lagoon/Lake for pedestrians, bicycles, and traffic, then these traffic considerations should be studied with much more scrutiny before recommending or implementing these ideas.

As previously stated, LHENA recognizes that our neighborhood has already absorbed much growth within Uptown's defined study area, and that the Plan calls for Lowry Hill East to absorb the majority of Uptown's planned growth over the next 15 to 20 years. LHENA has participated and cooperated in the Uptown planning process. In order for growth to be directed into the most appropriate areas while stabilizing the transitional impact into the remainder of our neighborhood, LHENA asks that the City Planning Department consider our observations, clarify or remove the numerous inconsistencies within

the Plan (as the draft reads today), and consider incorporating our suggestions into the final Plan document.

If you have any questions, please contact our office at (612) 377-5023.

Sincerely,

Twyla Staiger-Dixon
LHENA Board President

Attachments: 2004 LHENA Rezoning Study Guidelines
2004 LHENA-Recommended Critical Properties Map
2006 MGLUDP LHENA Position Statement

Cc: Councilmember Ralph Remington

THE WEDGE

LOWRY HILL EAST NEIGHBORHOOD ASSOCIATION

1200 West 26th Street, Suite 107 □ Minneapolis, MN 55405 □ (612) 377-5023 □ lhena@thewedge.org

Hennepin
Lyndale
Lake

November 27, 2006

Beth Elliott
Principal Planner
City of Minneapolis
350 South Fifth Street
Minneapolis, MN 55415

Dear Ms. Elliott,

The Lowry Hill East Neighborhood Association (LHENA) has analyzed the City Planning Department's final recommendation regarding the Midtown Greenway Land Use and Development Plan (MGLUDP) and made the findings detailed below and in the attached map.

It must first be said, though, that all recommendations and requests made by LHENA have been made considering the following factors:

1. An effort to maintain consistency with the Minneapolis Plan.
2. An effort to maintain consistency with the LHENA Rezoning Study and the derived formulas used to identify appropriate zoning.
3. A very serious concern for the preservation, maintenance and strengthening of the character of this residential area.
 - a. References: summary of research pages 8, 9, 10, 11.

These recommendations are made in earnest and with the expectation that the City will partner with this and all other neighborhoods impacted by the study to ensure that this MGLUDP is made an acceptable plan which will engage all neighborhoods to participate in future development with interest and enthusiasm.

Therefore, the LHENA Board presents this position statement regarding the formal presentation of the MGLUDP:

1. Please see the attached map which lays out LHENA's proposal for density in the study area. We propose low density [as defined by the City] facing onto 28th Street and one half block south, medium density [as defined by the City] from 29th Street to one half block north and high density [as defined by the City] south of 29th Street to Lake Street.
 - o References: MGLUDP Section V. Case Studies, p. 32; MGLUDP Section IX. Implementation/Finance Plan, pp. 64, 65, 67; see attached map.
2. There must be stairs to access the Greenway on both on Lyndale and Hennepin Avenues to ensure easy pedestrian access to the public as well as private residences along the Greenway.

This will reinforce the “pedestrian-realm” within the neighborhood, enabling foot and bike traffic to the commercial node.

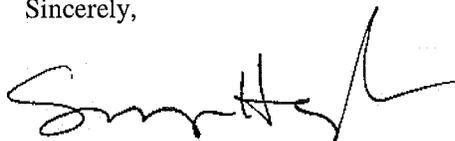
- References: MGLUDP, Section III. Site Conditions, p. 24.
3. A recordable easement must be **required** of developers for the promenade on the north side of the Greenway rather than made voluntary to ensure compliance with future development. Additionally, the historical buildings along the Greenway should provide access to the stairs. There must be a mandatory, continuous promenade including required easements and stairs.
 - References: MGLUDP, Section IV. Vision and Principles of Development, p. 27.
 4. There must be no boulevard or sidewalk on the north side of 29th Street. The street must not be widened, or made one way. Bump outs on the block ends of 29th Street are also required in order to accommodate pedestrian traffic and minimize disruption to the existing businesses and residences along 29th Street.
 - References: MGLUDP, Section VI. Land Use, p. 44; Section VII. Transportation, p. 47.
 5. LHENA supports the development and maintenance of community gardens as documented in the MGLUDP.
 - References: MGLUDP, Section IX. Implementation/Finance Plan, p. 62.
 6. LHENA does not support the creation of additional surface parking lots at the expense of existing residential structures in the neighborhood. This allowance will encourage further deterioration of rental units within the defined study area rather than encouraging rehabilitation and use for residential purposes.
 7. LHENA must urge a cap on building height at 6 stories or 84 feet in any portion of the study area to ensure that inappropriate shading on homes and the Greenway are prevented.

LHENA must go on record to state that these changes to the City’s proposal must be made in order to ensure regulated and appropriate growth within the neighborhood.

LHENA is in support of growth and development, and has taken a large portion of development in the area throughout the past 10 years. The Neighborhood requests that the City Planning Department consider and respect LHENA’s efforts to participate and cooperate through change by implementing the results of our analysis of the Midtown Greenway Land Use and Development Plan.

If you have any questions, please contact our office at 612-377-5023.

Sincerely,

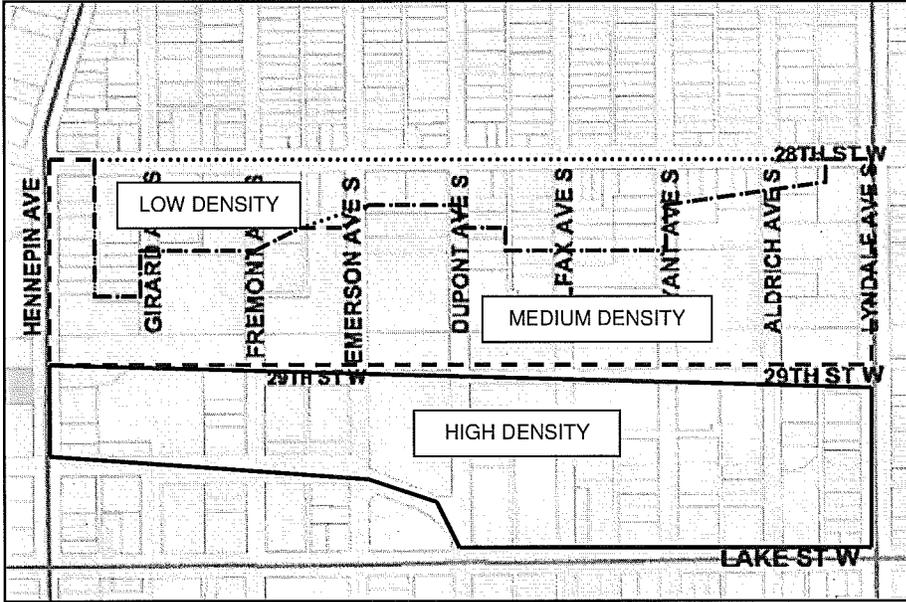


Sonja Hayden
LHENA President

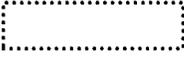
Attachment: LHENA Recommended MGLUDP Density Map

Cc: Ralph Remington, 10th Ward

Attachment: LHENA Recommended MGLUDP Density Map

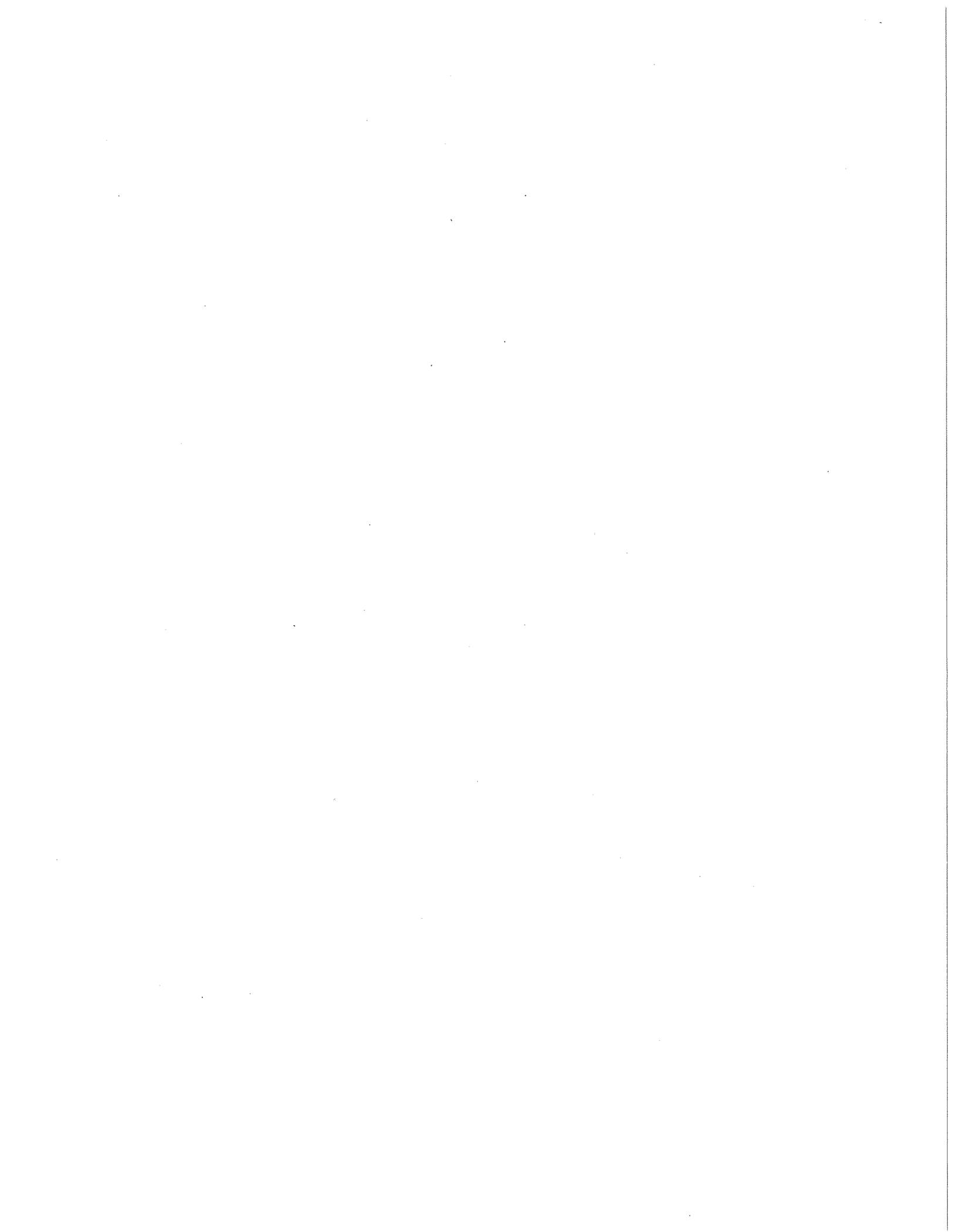


Key:

Low Density = 

Medium Density = 

High Density = 



REZONING GUIDELINES FOR LOWRY HILL EAST

Proposed by: LHENA Zoning Study Taskforce
Adopted by the LHENA Board of Directors May 19, 2004

Historic Context

The East Lowry Hill neighborhood (familiarily known as the Wedge) was the earliest section of the lake district to be platted and settled. South of Twenty-fifth Street the housing was interestingly varied, with small, inexpensive cottages being constructed next to elaborate, high style dwellings. North of Twenty-fifth Street the building lots were larger, and so, as a rule, were the homes. For several generations the neighborhood remained a prosperous and attractive area for people of modest means as well as affluence.

The Lake District of Minneapolis: A History of the Calhoun-Isles Community, David A. Lanegran and Ernest R. Sandeen, 1979.

This diversity of housing types is still valued by the neighborhood, but the City's decision to rezone the entire neighborhood to R6 in 1963 encouraged the destruction of any number of outstanding turn-of-the-century homes. Planners at that time simply did not value these buildings, instead envisioning the entire neighborhood rebuilt in apartment buildings.

In the 1970s a group of Wedge homeowners banded together to form our present neighborhood association (and publish the *Wedge*). Their goal, like ours, was to preserve the Wedge as a livable neighborhood for a variety of families and households. Early on those activists recognized that unless the City's 1963 decision to rezone the entire neighborhood for apartment buildings was undone, the neighborhood's truly unique resource, its collection of hundred-year-old homes, would disappear.

This group's efforts were rewarded in 1975 when significant parts of the Wedge (south of 24th Street) were rezoned to R2B, a zoning designation that only allowed for the construction of one and two-family homes. In some places where apartment buildings had been built, the R6 zoning was left in place, in other places, recently constructed apartment buildings were rezoned R2B with the hope that the properties would, if reconstructed, be redeveloped as single and two family homes. The existing zoning map for our neighborhood is largely unchanged since the 1975 changes.

As a result of the efforts leading to the 1975 changes, a large number of the surviving turn-of-the-century homes were saved. Many have been restored, although many still need significant restoration.¹

In 1976 the Neighborhood and City published a neighborhood plan that provided an action plan for improving the livability of our neighborhood. The plan called for community action and rested on the conviction that:

1. when feasible, maintenance and rehabilitation of the existing housing stock is greatly preferred to demolition and new construction, and

¹ The Taskforce decided at its second meeting that Building and Housing Code enforcement issues, although critical to the future of our neighborhood, were beyond the scope of this group's work. The Taskforce did agree, however, that illegally converted units should not be a basis for upzoning.

Lowry Hill East Neighborhood: The Wedge Design Framework Plan, 1976.

The concerns expressed in the 1970s have not changed. Today, development pressures again threaten the survival of the unique and historic structures that make the Wedge a special place to live. In November of 2002, the City Council approved a moratorium, advanced by Tenth Ward Councilmember Dan Niziolek, preventing the expansion or building of any multiple-family building in the Lowry Hill East Neighborhood.² In approving the moratorium the City Council noted that only “16% of the total number of housing units in the neighborhood” were single family homes or duplexes and that the neighborhood has one of the highest population densities of any Minneapolis neighborhood. The Council noted its interest in “preventing further loss” of the neighborhood’s historic homes and stated:

The City Council is interested in protecting the livability of the Lowry Hill East neighborhood by preserving the existing mixed scale character of the neighborhood. There is concern that additional development of apartment and condominium complexes will worsen traffic congestion, and could adversely impact the desirability of homesteading existing single and two-family residences.

Minneapolis Code of Ordinances § 577.20.

The moratorium ordinance was approved by the Mayor on March 6, 2003, and the LHENA Board of Directors, through its Zoning and Planning Committee, created a Neighborhood Re-Zoning Task Force.

Our Taskforce has met monthly since May of 2003, usually with City planning staff. The Taskforce has also completed a survey of building units in the neighborhood to evaluate changes in neighborhood density that are not reflected in the City’s GIS. Taskforce members also reviewed earlier neighborhood planning studies and recommendations, including the Lowry Hill Neighborhood – The Wedge Design Framework Plan (1976); the Hennepin Avenue Strategic Plan (1993-1995); and the West Lake Street Planning Task Force and Design Charrette results (1996-1998). The Taskforce has communicated regularly by email, and included all interested parties (neighbors, property owners and City employees) in that email discussion. Through the LHENA office, the Taskforce arranged two neighborhood meetings regarding Planning Staff and Taskforce recommendations: A meeting for affected property owners conducted by Planning Staff (Taskforce members were not allowed to participate) and a neighborhood meeting where comments were collected and questions were answered by both Taskforce members and Planning staff.

Based on our work, we have prepared the following zoning principles to guide the rezoning effort, and an accompanying map. We believe our work reflects a consistent extension of earlier LHENA efforts and is supported by the City’s Comprehensive Plan and Zoning Ordinance.

We believe the following Zoning Principles should guide any redrawing of our neighborhood’s zoning map, we make specific recommendations for the following three areas in LHENA:

- 1. Hennepin Avenue**
- 2. Lyndale Avenue**
- 3. Neighborhood Core**

² The moratorium did not apply to properties facing on Franklin, Lyndale, Lake, or Hennepin.

Principles for all three areas:

Wherever possible, zoning should encourage the preservation and restoration of the Wedge's most unique and valuable resource – one and two-family homes built at the turn of the last century. Zoning should not encourage the destruction of these buildings with zoning designations over R2B that would allow replacing one-hundred-year-old structures with apartment buildings.

Contiguous parcels developed predominantly at a low density will be preserved and rezoned to R2B or R1A.

The neighborhood will have a base zoning of R2B.

The neighborhood core will contain a maximum zoning designation of R4. This will allow redevelopment of single and two family homes³ while allowing existing apartment buildings to be rebuilt at densities approaching the present R6 designation (through use of density bonuses and dialog with the neighborhood).

Split-zoning of parcels will be eliminated.

All singularly-zoned parcels will be analyzed for appropriateness.

The 1975 downzoning efforts, while limited to south of 24th Street, demonstrated that downzoning is an effective tool for preserving and stabilizing a neighborhood while preserving a range of housing types. In light of that success, and recognizing that some of the best property candidates for renovation are now north of 24th Street, similar zoning principles should be applied this time to the neighborhood both north and south of 24th Street.

The neighborhood North of 24th Street has more lots with frontages over forty feet than South of 24th Street. In addition, there are no alleys north of 24th Street, meaning that the lots are deeper. The resulting larger square footage of these lots presents the potential for much higher densities in the part of the neighborhood least able to absorb the additional automobile traffic because of the lack of alleys.

The Taskforce is mindful of concerns about creating new nonconforming properties with this rezoning effort but believes that nonconformity, in and of itself, is not a bad thing. In fact, it may be necessary in certain parts of the neighborhood to correct the earlier excesses of the 1963 zoning map.

Hennepin Avenue

This corridor represents an opportunity to add housing while enhancing the character and diversity of this urban streetscape.⁴ Development should be transit friendly and pedestrian oriented and consistent with the 1995 planning report, *Hennepin Avenue Strategic Plan* (approved by the LHENA Board). The Taskforce encourages the City to adapt a design overlay for Hennepin Avenue based on the recommendations of the *Hennepin Avenue Strategic Plan*.

³ The present zoning of certain historic buildings at R6 means that they are nonconforming structures for the purpose of repair or replacement after the destruction of more than 50% of the building. This presents very real impediments to reinvestment since the significant cost of renovating a turn-of-the century home may not be insurable.

⁴ Properties that face on Hennepin Avenue were not included in the City's moratorium for the Wedge neighborhood, the Taskforce makes no specific recommendations for individual properties on Hennepin Avenue.

Lyndale Avenue

This corridor also represents an opportunity to add housing, but should not be developed as intensely as Hennepin Avenue. Because Lyndale Avenue was not included in the City Moratorium area no specific recommendations are made for Lyndale Avenue.

Neighborhood Core – Re-zoning “Rules”

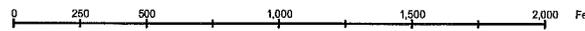
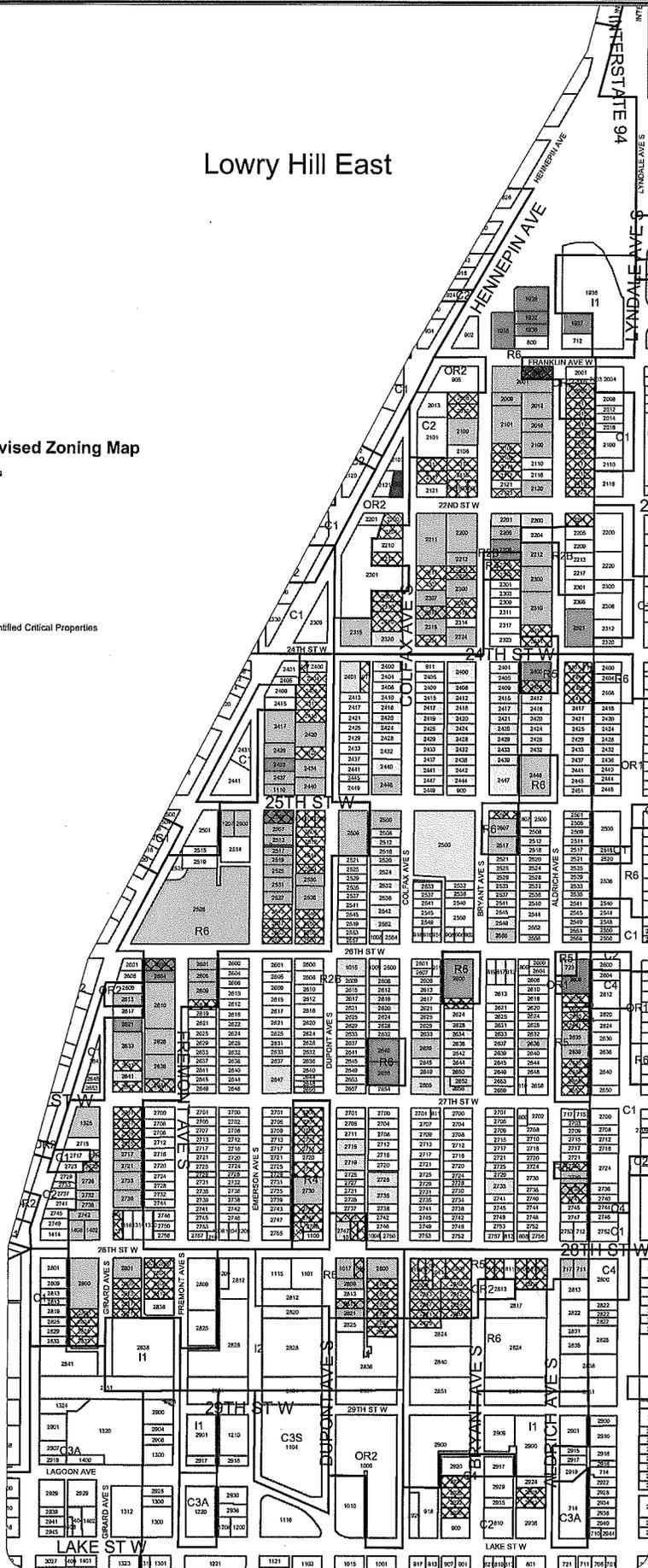
- A. Create a single family core, totaling six blocks, in the center of the neighborhood, where existing single-family homes are zoned R1A to assure the preservation of single family homes for those property owners that would prefer to live and invest in that housing type.
- B. No parcels that contain buildings originally constructed as single or two-family homes will have a zoning designation above R3.
- C. Two or more adjoining buildings originally constructed as single or two-family homes will be zoned R2B (or R1A).
- D. Where present zoning is medium or high density (R3, R4, R5 & R6):
R4 zoning will only exist where present zoning is R5 or R6; the present use is multifamily; the zoning lot is over 50’ in width,
or
where two or more multifamily structures, not originally constructed as single or two-family homes, abut.
- E. Where present zoning is R2B:
R3 zoning will only exist where the present use is multifamily or mixed use and the zoning lot is over 50’ in width,
or
where two or more multifamily structures, not originally constructed as single or two-family homes, abut.
- F. Properties north of Franklin Avenue will all be zoned R6.
- G. Zoning for properties south of 28th Street, where structures were originally constructed as single or two-family homes, will apply Rules A-F above.

Lowry Hill East

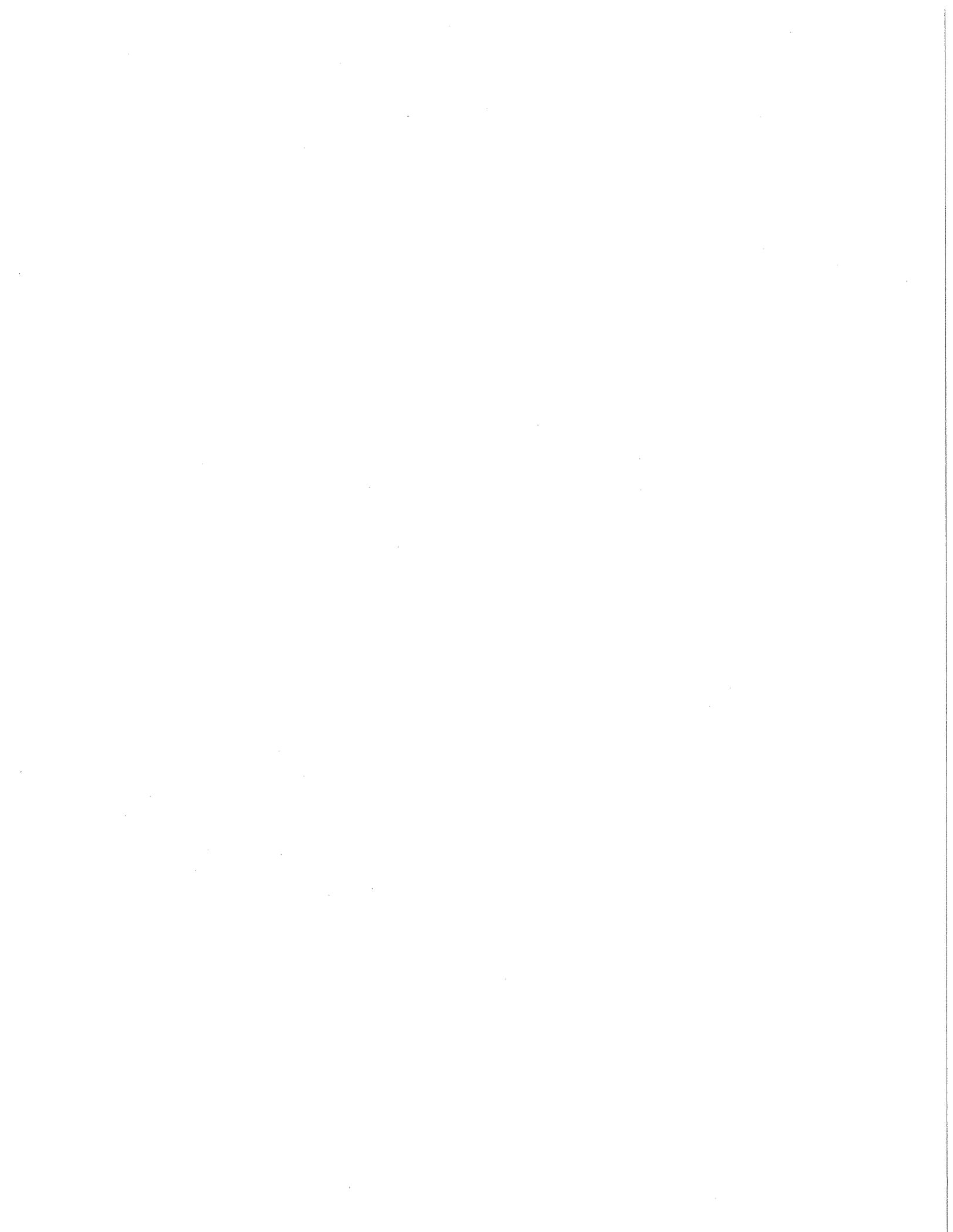
LHENA Revised Zoning Map

Zoning Districts

-  OR1
-  OR2
-  R1A
-  R2B
-  R3
-  R4
-  R5
-  R6
-  LHENA-Identified Critical Properties



Disclaimer: This map is a product of the LHENA Rezoning Sub-committee. Critical properties, as defined by the Sub-Committee, include "properties built as single or two family, zoned multifamily, and still used as single family, duplex or triplex."



Arnold, Amanda T.

From: Thatcher Imboden [TImboden@OurUptown.com]
Sent: Monday, April 06, 2009 4:49 PM
To: Arnold, Amanda T.
Subject: LynLake plan comments

Dear Ms. Arnold,

I appreciate the hard work that the City, its partners, and the public has invested to create the Lyn-Lake Small Area Plan. In general, I support the plan's recommendations for increasing density in this area and in a manner that is consistent with the community's values.

In particular, I support the following;

- The proposed expansion of the Activity Area to include the areas between Aldrich and Garfield north of the Midtown Greenway and south of 28th Street.
- The proposed mixed-use areas between the Midtown Greenway and just south of Lake Street west of Aldrich Avenue to Dupont Avenue. As development occurs in this area, it will help bridge Uptown with Lyn-Lake and both communities will potentially benefit by growth in the areas between each core node.
- The high density housing along the Midtown Greenway corridor.

A few other comments:

- On page 43 of the PDF, the plan discusses the need to retain the Lehman Center building. I would agree that this structure should be retained, but would further add that the community would like to retain jobs within the Uptown/Lyn-Lake areas, as the building has housed various industrial, educational, and office jobs over the years. As important as the structure is informing people of history and adding one sense of character to the neighborhood, the jobs associated with the building have provided significant economic impacts on the communities. Furthermore, the plan should state that the City should work to identify possible financial tools or incentives to assist in the reuse of the Lehman Center.
- Commercial tenants in the Lyn-Lake area are not only seeing increase lease rates compared with five or more years ago, they are also seeing increased property taxes and increased operating expenses. Given that many tenants pay a net lease, those increases are carried directly on to the tenants. It is a bit misleading to imply that it is rising lease rates are a problem, rather it is rising occupancy costs. In some cases, real estate tax reimbursements are 1/3 of the total occupancy costs.
- The use of the Garfield parking lot for park and ride, if future transit is placed in the Midtown Greenway, is not completely bad. I am of the opinion that if there is excess capacity during specific periods of the day, park and ride (for a charge) may be beneficial to businesses as long as an adequate supply remains for visitors to Lyn-Lake. Those park and ride individuals may shop, dine, or be entertained within the Lyn-Lake area before or after their transit trip. This plan could perhaps identify that parking management practices should be utilized to ensure that sufficient parking is available to the Lyn-Lake district should transit improvements create a parking environment prone to significant usage by those doing the park-and-ride.

Thank you for considering my comments.

Thatcher Imboden

Arnold, Amanda T.

From: Arnold, Amanda T.
Sent: Tuesday, April 07, 2009 4:40 PM
To: Arnold, Amanda T.
Subject: FW: Lyn-Lake Small Area Plan comments

From: Alex Bauman [mailto:apbauman@yahoo.com]
Sent: Monday, April 06, 2009 1:31 PM
To: Arnold, Amanda T.
Subject: Lyn-Lake Small Area Plan comments

p.14 – because the chart doesn't identify rate of homeownership citywide, it doesn't show that "homeownership rates among older cohorts still lag behind the citywide averages

p.30 - I have to take issue with the characterization of the sidewalks in Lyn-Lake as being "consistently wide." Specifically along Lake St the sidewalks are frequently frustratingly narrow. The only thing preventing them from being constantly choked with pedestrian traffic is the abundance of auto-related uses and generally barren streetscape making the stretch unattractive to pedestrians. Well, and, to be honest, no one walks in Minneapolis unless they have to.

p.33 - "However, these lots are less accessible." It should be explained that the lots are less accessible due to their low profile (lack of advertising) and the lack of support from the lots' owners for the public parking feature (limited hours, malfunctioning ticket vending, etc.).

p.33 - It should be noted that, while bus service in Lyn-Lake is relatively frequent, transit infrastructure is minimal or nonexistent. A transfer point as important as Lyn-Lake should have high-quality, attractive bus shelters.

p.34 - I already mentioned that Lake Street is not a pleasant place for pedestrians. While I agree that it has "improved," in my opinion the plan should mention that there is room for further improvement, specifically in terms of land use and wider sidewalks.

p.36(?) - 29th St - Why does the reconstruction of 29th Street rely on "the future of transit in the Midtown Greenway?" This roadway is so rutted with potholes as to be nearly useless to vehicular or bicycle traffic, and is also a useful pedestrian link, so reconstruction should be a goal regardless of what is going on in the greenway.

Also, I disagree with the recommendation to vacate 29th east of Pleasant due to its utility as a pedestrian connection and the possible historical significance of the remaining housing along it.

p. 41(?) - Activity Center - "Existing building height... from one to five or six stories." If it is a range, an alternative can't be offered. Currently the tallest building in the activity center is six stories, so the sentence shouldn't include "five or."

p. 41(?) - Area 2 - This section assumes that vehicular access is necessary to the success of retail uses. While that may be true currently, a number of experts agree that changing environmental conditions will likely require the US to alter its lifestyle to more closely resemble the rest of the world in terms of transportation methods. Because the visionary nature of planning involves looking ahead to see how conditions may change, this plan should reflect the fact that retail may once again be free to locate off of Lake Street. Personally, as a consumer who chooses not to drive, I'd prefer to shop somewhere that isn't located on a high-volume street. Unfortunately there are very few (specifically, one: Nicollet Mall) retail districts in Minneapolis that aren't choked with cars. Please don't miss this opportunity to encourage the creation of a more environmentally-friendly retail district.

p.43(?) - Area 4 - I really like this section, although, as I mentioned previously, I think this would be an excellent opportunity to encourage the development of a retail district that is pedestrian-focused.

pp.51-52(?) - Transit - This would probably be a better place for my recommendation for better designed and maintained bus shelters.

p.52(?) - Bicycle - As anyone who rides a bicycle in southwest Minneapolis knows, there is no good north-south route through uptown. While it is nice that the city painted little bicycle symbols in various places on Bryant, that is of no use to the cyclist getting buzzed, cursed at and spat at by drivers. This plan needs to recommend a dedicated North-South bicycle lane in the Lyn-Lake area, preferably physically separated from traffic. Even if the plan doesn't recommend a specific route, it should advocate for its planning.

p.52(?) - Pedestrian - I'll reiterate my comments about the inhospitable nature of Lake Street for pedestrians. The only way to accomplish the stated goal of promoting "a clean, safe, pedestrian friendly urban environment" is to recommend the widening of sidewalks along Lake Street even at the expense of street parking.

p.53(?) - Housing - "density (providing a variety of unit sizes)" how is providing a variety of unit sizes related to density?

p.57(?) - re: 29th Street, once again I wonder why it needs to be tied to transit on the greenway

I know that's already a lot, but I'd like to make some summary comments:

First of all, thanks for the opportunity to be involved with this process. The draft plan is already a step in the right direction for making what is already a nice neighborhood even better. But I have to make a plea for change in Minneapolis' priorities. Lyn-Lake sits in the middle of the densest zip code in Minnesota, has one of the highest concentrations of people who don't use cars in the state, and has some aspects of urban form in its speckles of tall, multi-use buildings. These are all characteristics of urban places. But almost every decision made at the city and county level since World War II has been to encourage suburbanism: from a zoning code that encourages single-family homes and vast parking lots to a streetscape that shrinks the pedestrian sphere in favor of the automotive. The people of Lyn-Lake like cities and want to continue to live in one. Please don't be afraid of bold recommendations like banning new parking lots and single-family homes, widening sidewalks and building physically separated bike lanes, or creating pedestrian streets and plazas. Frankly, it is insulting to now say that the City wants to "balance the needs of automobile, bicycle and pedestrian travelers" after 60 years of imbalance; after 60 years of totally ignoring the needs of bicycle and pedestrian travelers in favor of automobile travelers, the only way to rebalance is to totally ignore automobile travelers for the next 60 years.

Thanks again for your encouragement of my input, and thanks too for your time!

Alex Bauman

Arnold, Amanda T.

From: Arnold, Amanda T.
Sent: Wednesday, April 08, 2009 8:53 AM
To: Arnold, Amanda T.
Subject: FW: Correction - website for the Lyn Lake Small Area Plan

-----Original Message-----

From: musum002@umn.edu [mailto:musum002@umn.edu]
Sent: Monday, April 06, 2009 2:57 PM
To: Arnold, Amanda T.
Subject: Re: Correction - website for the Lyn Lake Small Area Plan

Hi Amanda,

Thanks for your call and answers to my questions.

Just a couple of comments:

a typo on the page 50:
The parcels along Aldrich and Garfield Avenues that share an ally (alley)

Probably too late, but despite the fact that the area is highly developed, is there a way to indicate most likely/preferable places for new open or green spaces (other than along the Greenway or the recommendation for adding those in as opportunities become available in redevelopment)? By identifying such places, when an opportunity arises, that possibility is more likely to be recognized and implemented.

Maybe there could be criteria, such as Where there is intense and/or dense development, including buildings taller than 4 stories or having 50 or more units, environmentally designed, publically accessible greenspace should be a high priority.

Additionally, this could be an overall guideline:

Think of each environmentally designed greenspace and amenity as a patch of a quilt for environmentally healthy, aesthetic and sustainable urban quality--every development or redevelopment should do their part to add a patch.

Those are my comments. Thanks again for your thoughtful work on these projects.

Jo Ann



Calhoun Area Residents Action Group

3612 Bryant Avenue South, Minneapolis MN 55409

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CARAG Statement on Draft Lyn-Lake Small Area Plan

Approved 17 March 2009

CARAG has comments and suggestions on six significant issues, followed by four issues about plan details, concerning the draft Lyn-Lake Small Area Plan (LLSAP).

Land use to the northwest of Lake and Lyndale

CARAG is opposed to the proposed mixed-use land use designation north of Lake Street to the Greenway between Colfax and the alley between Lyndale and Aldrich. We support the land use recommendations for this area in the Uptown Small Area Plan (USAP) and Midtown Greenway Land Use and Development Plan--which call for mixed-use commercial development along Lake Street and housing on the remainder of these blocks to the north of Lake Street (USAP addresses the area west of Bryant).

We endorse for this area the concepts from USAP—creating residential development north of Lake to the Greenway to create continuity and knit together the neighborhoods on either side of Lake Street, while concentrating commercial and mixed-use development closer to the activity centers and along major corridors. The draft LLSAP does not contain a strong and clear rationale for designating this area for mixed use development. In addition, if the intent of LLSAP is to have a majority of these blocks be residential, it should clearly say so, and in stronger language than “residential uses are encouraged along the Greenway.” Residential, rather than mixed use, development north of Lake Street on these blocks would also conform to recent development patterns in this area.

Character, scale, context, and transitions

LLSAP's lack of detail with regard to character, scale, context, and transitions is disappointing. CARAG recommends that LLSAP be strengthened in this regard (USAP is a great model). Just because people aren't jumping up and down about these issues, as they were with the Uptown plan, doesn't mean they shouldn't be anticipated and addressed. We believe it is entirely fitting and desirable for LLSAP to do so.

Land use and transitions on the south side of Lake Street in CARAG and Lyndale

We are particularly concerned about LLSAP's lack of attention to and recommendations about transitions, scale, character, and context with regard to the 3000 blocks of Aldrich and Bryant avenues. As above, we recommend that the plan say more about these issues. For reference, USAP states that “buildings step down in scale as they transition from the mixed-use core to the neighborhoods” (p. 61; also see diagrams at top and center of p. 61). The CARAG Neighborhood Master Plan (2000, <http://carag.org/assets/documents/CARAG%20Master%20Plan.pdf>) indicates that future land use for existing residential areas between Lake and 31st streets should continue to be residential but with greater density [than the existing low density found in some areas] and “new development should be similar in scale and form” to existing residential buildings (p. 40). We endorse these policies for inclusion in LLSAP. In particular, we believe that any future redevelopment of the northeast corner of Bryant and 31st should conform to the scale and character of existing buildings around Bryant Square Park. We also believe that the more detailed recommendations regarding land use and transitions south of Lake St. contained in USAP should take precedence over LLSAP west of Bryant (in the USAP study area).

Shadowing and environmental design

LLSAP addresses shadowing and environmental design only in relation to the Greenway. These concepts and recommendations should be added to apply throughout the study area. In particular, LLSAP should recommend, as does USAP, stepping back buildings on the south side of Lake Street to reduce shadowing and increase the quality of the public realm.

Building height parameters

CARAG recommends that the plan more explicitly address height parameters. Again, USAP is a good model. We suggest that it may make sense to increase the proposed minimum FAR (floor area ratio) of 1.0 to ensure buildings taller than one story.

We recommend that the references on pages 41 and 55-6 that state “if additional height is necessary to achieve a quality development, the additional stories should be set back...” be altered by deleting the phrase “quality development”; this term is vague, arbitrary, and unnecessary. It also suggests, inappropriately, that low quality buildings of four stories or less may be acceptable and that high quality ones of four stories or less may not be possible. (Again, see USAP for amenities and circumstances that may warrant CUPs for taller buildings.)

We suggest looking to USAP for guidance. It has detailed recommendations on height parameters and setbacks. In particular, it suggests buildings of three to five stories in Uptown's activity center and urban village to be sensitive to the existing scale, noting that some may be taller in some locations on major corridors. It also recommends a maximum height of 56-feet on the south side of Lake, with buildings stepping down to transition to the area to the south, and taller buildings on the north side of Lake Street. We support adding these policies to LLSAP.

The existing scale of development in Lyn-Lake is generally two to three stories, though there are a few exceptions—the historic Calhoun Building and the new Blue and Murals apartment buildings.

Lyn-Lake's character and business development

CARAG recommends that more detail be added to the plan about this commercial node's character, niche, and branding—what makes it special? what are its character-defining elements? We also suggest that some of the commercial market recommendations in Joe Urban's market study, regarding solutions to preserve and strengthen Lyn-Lake's character and place in the market, be incorporated into the business development section of the plan itself. Recommendations worth adding to the plan include creating a special services district to provide additional services (including cleaning sidewalks, which is a problem in Lyn-Lake) and having the business association and special services district work on business mix, branding, marketing, and creating more synergy among businesses.

Some Plan Details

Aldrich and 28th Activity Center boundary. CARAG suggests that the proposed Activity Center boundary should not be extended all the way to the corner of 28th and Aldrich. Because of the low-density housing to the north and northwest at this intersection, the activity center boundary should be pulled back from the corner. Alternatively, the plan could provide specific guidance and policy about context and transitions.

Activity Center boundaries at Aldrich and Garfield. The map of the proposed Activity Center boundaries on page 38 deletes, apparently inadvertently, parcels containing two businesses within the current Activity Center boundaries: Bill's Imported Foods at Aldrich and Dulono's Pizza at Garfield.

LLSAP and USAP study areas overlap. It seems potentially confusing that LLSAP makes land use recommendations for some blocks between Bryant and Dupont, an area covered by the recent USAP. We suggest that LLSAP state more clearly why it makes recommendations for this area and make explicit the intention that LLSAP, as the more recent document, would take precedence.

FLU map. The proposed future land use map on page 37 shows land uses beyond the LLSAP study area, which is confusing. It would be helpful for the plan to state that these uses are designated in the city's comprehensive plan.

