

CHAPTER 6: Implementation

The following chapter outlines an implementation methodology for the Lyn-Lake Small Area Plan and offers how the recommendations might be realized and when. After adoption by the City Council the plan will become part of the City's comprehensive plan.

While many of the implementation strategies will be the responsibility of the City, others will take cooperative effort over time. The future land use plan will be implemented incrementally over time as development is proposed. However, the City is required by law to have zoning be in keeping with adopted plans, so a City initiated rezoning study will likely occur. The rezoning study will involve a separate public involvement process, but will be based on this plan and other adjacent plans.

Recommendation	Responsible parties	Time Frame
<i>Land Use</i>		
Continue to encourage promenades along the Greenway as part of new development. (Page 37)	CPED	As opportunities arise
The City should give serious consideration to buying or otherwise controlling land contiguous to the Midtown Greenway in station areas in order to allow for public space that interacts with future development, the Midtown Greenway, and a future transit station. (Page 38)	CPED	As opportunities arise
Extend the northern boundary of the Activity Center defined in the Minneapolis Plan for Sustainable Growth to West 28 th Street. (Page 39)	CPED	0-5 years
Encourage land uses that expand the daytime population. (Page 41)	CPED, business community, neighborhood groups	As opportunities arise
Commercial uses should be focused on Lyndale Avenue South and West Lake Street, and residential uses should line Aldrich and Garfield Avenues and Midtown Greenway (except where it goes under Lyndale Avenue S.) (Page 42)	CPED, developers	As opportunities arise
The boundaries of the Pedestrian Oriented Overlay should be extended to the revised boundaries of the Activity Center. (Page 42)	CPED	0-5 years
A minimum Floor Area Ratio of 1.0 should be added to this Pedestrian Oriented Overlay. (Page 42)	CPED	0-5 years

Taller buildings should be concentrated in the Activity Center, and height above four stories should be substantially set back from the lower floors. (Page 41)	CPED, developers	As opportunities arise
When redevelopment projects are proposed, stepped down building heights, a transition of uses, and buffering to adjacent residential areas is encouraged. In addition, shadowing of sidewalks and the Midtown Greenway should be minimized to ensure as comfortable of a pedestrian environment as possible. (Page 41)	CPED, developers	As opportunities arise
When new development is constructed the building face along Lyndale Avenue South or West Lake Street not exceed four stories in the Activity Center so that the new construction will fit into the existing context at the street level and not detract from the existing character. If additional height is proposed, the additional stories should be substantially set back from the lower floors so they do not increase the amount of shadowing that would be created by the four story facade. However, there may be situations in which the provision of quality amenities may be a trade off for increased shadowing. (Page 42)	CPED, developers	As opportunities arise
Residential uses should exist along the Midtown Greenway and Commercial uses would be more well suited along West Lake Street. (Page 43)	CPED, developers	As opportunities arise
Along the south edge of the Midtown Greenway, stepped back building design for upper floors, combined with building setback south of a promenade and/or 29 th Street are recommended to minimize the impacts of shadowing on the Midtown Greenway. (Page 43)	CPED, developers	As opportunities arise
If the Lehman Center is sold an open Request for Proposal process should be followed, and any proposal should address the goals of this small area plan and the Uptown Small Area Plan. Specifically, efforts to preserve the building and create daytime population should be supported. (Page 44)	MPLS Schools, CPED, neighborhood groups	0-5 years

<p>Taller buildings will be more appropriate on the north side of West Lake Street where more infill development between West Lake Street and the Midtown Greenway is expected. On the south side of West Lake Street buildings should not exceed four stories and should step down in height as they approach the lower density residential areas to the south to reduce impacts on the adjacent properties. (Page 44 and Page 45)</p>	<p>CPED, developers</p>	<p>As opportunities arise</p>
<p>Buildings along West Lake Street should be designed with an abundance of windows and uses within the building should interact with the sidewalk. Where appropriate, buildings should be setback to create additional space for outdoor seating and other amenities. In particular higher buildings should offer additional public outdoor space fronting West Lake Street as an amenity. (Page 45)</p>	<p>CPED, Public Works, developers</p>	<p>As opportunities arise</p>
<p>On the north side of West Lake Street, buildings should be encouraged to provide setbacks to create additional space for outdoor seating and other amenities. In particular taller buildings should offer additional public outdoor space compliant with the Comprehensive Plan's Winter Cities standards as an amenity. If proposed buildings exceed the height of the base zoning, the potential impacts should be balanced by the provision of street level public amenities, such as privately owned, semi-public open space that opens up and connects to the existing sidewalk on the north side of West Lake Street having the effect of creating an expanded sidewalk, public alcoves/plazas, or other public amenities to substantially enhance the pedestrian realm. (Page 45)</p>	<p>CPED, developers, neighborhood groups</p>	<p>As opportunities arise</p>
<p>Between West 24th Street and West 26th Street efforts should also be made to preserve the existing fabric and feel of the street, and when possible retain the existing building stock. Small commercial uses may be appropriate in order to allow the existing structures to remain. If new development is proposed, the scale and design should complement the existing residential</p>	<p>CPED, developers</p>	<p>As opportunities arise</p>

structures. (Page 47)		
The City should engage property owners, the business community, and residents in a dialog about the value of historic districts and explore the additional analysis needed at the Lyn-Lake intersection. (Page 50)	CPED, property owners, neighborhood groups	0-5 years
Transportation		
Uses that support transit, such as office and residential land uses, should be encouraged as should services that potential future transit users would need. Auto-oriented uses near the transit station should be discouraged. (Page 54)	CPED	0-5 years
Once the future of transit in the Midtown Greenway is known, West 29 th Street should be redesigned as appropriate with a strong emphasis on pedestrian amenities and added to the City's Capital Improvement Program. (Page 37)	Public Works, CPED	0-5 years
Pursue design options that keep the potential future rail platform to the east of the Lyndale Avenue South Bridge to link to development opportunities at the Garfield lot. (Page 38)	HCRRRA	0-5 years
Reconstruct Lyndale Avenue South, north of the Midtown Greenway with an emphasis on pedestrian amenities. (Page 51)	Hennepin County, Mpls Public Works	5-10 years
The intersection of West Franklin Avenue and Lyndale Avenue South is a gateway to Southwest Minneapolis, and improvements should be made. This area should be studied in greater detail in the context of the larger connections between Hennepin Avenue, Lyndale Avenue South, and I94. (Page 47)	Public Works, MNDOT, Hennepin County, CPED, neighborhood groups	5-10 years
A variety of near term solutions should be explored to mitigate traffic on Pillsbury and Pleasant Avenues. These could include, but may not be limited to, education about and enforcement of traffic laws, additional signage, a shared parking plan, and alternative transportation plans. (Page 51)	Public Works, Police	0-5 years

Analyze the benefits and impacts of expanding the special assessment area for the Garfield parking lot. (Page 52)	Public Works, CPED, Lyn-Lake Parking Advisory Committee, business and neighborhood groups	0-5 years
The development of a ramp book-ended with retail and residential uses should be pursued on the Garfield parking lot. (Page 52)	Public Works, CPED, Lyn-Lake Parking Advisory Committee	0-5 years
When development of a ramp occurs access should be re-evaluated. (Page 52)	Public Works, CPED, Lyn-Lake Parking Advisory Committee, business and neighborhood groups	0-5 years
The Garfield Avenue side of the parking ramp should be designed in conformance with the City's zoning code requirements and provide an attractive façade along Garfield Avenue. (Page 520)	Public Works, CPED, Lyn-Lake Parking Advisory Committee	0-5 years
The Garfield parking lot, in its current form or as a future ramp, should not serve as a park and ride lot for future transit in the Midtown Greenway. (Page 52)	CPED, Public Works	0-5 years
If transit is implemented in the Midtown Greenway, it should be designed in such a manner that bicycles can easily move from street level, down into the trench, and on to a train. (Page 54)	HCRR	0-5 years
Open Space		
As development is proposed the inclusion of green spaces and plazas should be encouraged. (Page 50)	Developers, CPED, neighborhood groups	As opportunities arise
Opportunities may exist to enhance spaces within the Midtown Greenway, particularly with the addition of a potential future transit station. It may be appropriate for some developments to open up to the Midtown Greenway at the lower level in some key locations. (Page 50)	Developers, CPED, Midtown Greenway Coalition	As opportunities arise

Soo Line Garden should be preserved as a community garden and opportunities for additional community gardens should be pursued. (Page 50)	Property owners, CPED	As opportunities arise
Other		
If the Midtown Greenway is chosen as a transit route and a station is located at Lyndale Avenue South, an additional level of planning involving detailed design work related to pedestrian connections and public space planning will be needed. (Page 53)	CPED, HCRRA	0-5 years
Area business associations should work with Metro Transit and other to explore express service that could serve evening patrons of the area activity centers. (Page 53)	Business community	0-5 years
The business community should continue to work with CPED in exploring business development funds. (Page 54)	CPED, business association	0-5 years
Developers should work with CPED to pursue incentives for the development of affordable housing. (Page 55)	CPED, developers	0-5 years