

REZONING STUDY AND ZONING CODE TEXT AMENDMENT SUMMARY

<i>Project Name:</i>	Hennepin Lyndale Lagoon and Lake Pedestrian Oriented Overlay District Rezoning Study
<i>Prepared By:</i>	Brian Schaffer, AICP – Principal City Planner, (612) 673-2670 Aaron Hanauer, AICP – Senior City Planner Kimberly Holien, - Principal City Planner
<i>Ward:</i>	7, 8 and 10
<i>Neighborhoods:</i>	Lowry Hill, Lowry Hill East, East Isles, ECCO, CARAG, Lyndale, Whittier, Stevens Square
<i>Existing Land Use Features:</i>	<i>Activity Center: Uptown, Lyn-Lake, Lake and Nicollet</i> <i>Commercial Corridor: Hennepin Avenue, Lyndale Avenue, Nicollet Avenue, Lagoon Avenue, Lake Street</i> <i>Major Shopping Center:</i>
<i>Zoning Plate Numbers:</i>	18, 24, 25
<i>Zoning Code Section:</i>	Chapter 521, Zoning Districts and Maps Generally Chapter 551, Overlay Districts

BACKGROUND

On January 29, 2016, Council Members Bender and Goodman introduced a zoning code text amendment for Chapter 521, Zoning Districts and Maps Generally and Chapter 551, Overlay Districts in order to amend Pedestrian Oriented Overlay District regulations and expand Pedestrian Oriented Overlay Districts to include additional properties along, and in the vicinity of Hennepin Avenue, Lyndale Avenue South, Nicollet Avenue, and West Franklin Avenue: 1. Chapter 521 Zoning Districts and Maps Generally. 2. Chapter 551 Overlay Districts.

The purpose of the Pedestrian Oriented Overlay District is to preserve and encourage the pedestrian character of commercial areas and to promote street life and activity by regulating building orientation and design and the design of accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

The purpose of the amendment is to ensure the development in the area is meeting the goals and vision identified in the City's adopted small area plans for these areas; specifically to include making the areas safe, engaging, and interesting for pedestrians. The project area includes portions that are covered by three small area plans (*The Midtown Minneapolis Small Area Plan*, adopted in 2005; *The Uptown Small Area Plan*, adopted in 2008; *The Lyn-Lake Small Area Plan* adopted in 2009). Along with *The Minneapolis Plan for Sustainable Growth*, these small area plans, provide the policy framework that supports the preliminary staff recommendations for this project.

The project has three components: (1) A zoning code text amendment that creates a new Pedestrian Oriented Overlay District for the Hennepin Lyndale Lagoon and Lake area and removes the Lake and Hennepin area (2) A zoning code text amendment that amends the general provisions of the Pedestrian Oriented Overlay District (3) A rezoning of property to add and apply the proposed Pedestrian Oriented Overlay District.

REZONING STUDY PROCESS

The Minneapolis Plan for Sustainable Growth calls for standards that helps make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level. It calls for principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”. Additionally *The Minneapolis Plan for Sustainable Growth* states that new and expanded auto-oriented uses in the city should be limited so impacts on the form and character of commercial areas and neighborhoods can be minimized. It also states that they should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.

The Minneapolis Plan for Sustainable Growth provides a framework for growth and through developing a typology of places within the City. This framework is represented by Land Use Features. The project area includes three of these types of Land Use Features

- Activity Center: Uptown, Lyn-Lake, Lake and Nicollet
- Commercial Corridor: Hennepin Avenue, Lyndale Avenue, Nicollet Avenue, Lagoon Avenue, Lake Street
- Major Retail Center: Hiawatha & Lake

Commercial Corridors have historically been prominent commercial destinations in the city. They are envisioned to accommodate intensive levels of commercial and mixed uses. Specifically, *The Minneapolis Plan for Sustainable Growth* call for heights of new buildings to be at least two stories, the development of high density housing and discouraging uses that diminish the transit and pedestrian character of the corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.

Activity Centers have similar guidance in *The Minneapolis Plan for Sustainable Growth*; policies call for active uses on the ground floor of buildings, heights of new buildings to be at least two stories, and discouraging uses that diminish the transit and pedestrian character of the corridors, such as some automobile services and drive-through facilities.

The policies from *The Minneapolis Plan for Sustainable Growth* and the policies from the three adopted small area plans in the project area (*The Midtown Minneapolis Plan* adopted in 2005; *The Uptown Small Area Plan*, adopted in 2008; *The Lyn-Lake Small Area Plan* adopted in 2009) create the policy framework in to evaluate properties considered for inclusion in the Pedestrian Oriented Overlay and the creation of additional standards to guide the use and development of properties within the Pedestrian Oriented Overlay.

Rezoning Boundary

CPED recommends adding the Pedestrian Oriented Overlay District to properties along Hennepin and Lyndale Avenues from approximately Franklin Avenue to 31st Street West. The extent of this proposal is influenced by existing conditions, existing zoning, and the Commercial Corridor Land Use Feature designation of the Hennepin and Lyndale Avenues.

CPED recommends adding the Pedestrian Oriented Overlay District to properties along Lagoon Avenue and Lake Street from approximately West Calhoun Parkway to Interstate 35 W. The extent of this proposal is influenced by existing conditions, existing zoning, and the Commercial Corridor designation of the Lagoon Avenue and Lake Street.

Additionally, the staff recommends adding the Pedestrian Oriented Overlay District to properties that are within the Activity Centers of Uptown, Lyn-Lake, and Nicollet and Lake.

Zoning Code Text Amendment

Pedestrian Oriented Overlay Districts include a set of standards that apply to properties in every Pedestrian Oriented Overlay District in the City. These standards include:

- Prohibiting the following uses where they are currently allowed by the base zoning: drive-through facilities, automobile services uses (such as auto repair, gas stations, car rental, car washes) and transportation uses (such as taxicab services and bus garage and maintenance facilities).
- Allowing fast food restaurants in buildings existing on the creation of the ordinance (not in a new building).
- Requiring buildings to be located no farther than 8 feet from the front property line.
- Requiring buildings to have at least 40 percent of their ground floor building wall facing public streets to have windows.
- Prohibiting pole signs, backlit awning signs, and backlit insertable panel projecting signs.
- Limiting parking lots to 60 feet or less of street frontage.
- Reducing the minimum and maximum off-street parking requirement for non-residential uses to 75 percent of the parking requirement for that use.

CPEDs analysis of adopted policy and existing conditions led to the creation of additional standards for the rezoning study area. In the Pedestrian Oriented Overlay District, geographic areas that require additional standards are called out as specific enumerated “areas.” Hennepin and Lake is currently one of those areas. CPED recommends the removal of the Hennepin and Lake area and its sole standard and the replacement of a new area called the “Hennepin Lyndale Lagoon and Lake area” which will cover the extent of the properties in recommended rezoning. The specific zoning code text amendments can be found in attachment 3 and are discussed below.

CPED recommends using several standards for the Hennepin, Lyndale, Lagoon, and Lake area that have been used in other enumerated geographic areas of the Pedestrian Oriented Overlay District elsewhere around the city, such as West Broadway, Central and Lowry, and Nicollet and Franklin. These include:

- Prohibiting the alteration or replacement of a building that results in the reduction of stories in that building (e.g., a two-story building shall not be reduced to a one-story building or be replaced by less than a two-story building).
- Establishing minimum floor area of one and minimum building height of two stories.
- Prohibiting principal parking lots (This provision applies to principal, not accessory surface parking lots and does not apply to parking facilities such as parking ramps).
- Removing the requirement for non-commercial uses to provide accessory parking.

CPED also recommends several new standards that have not been applied elsewhere in the City, but are needed to realize the adopted policies in the small area plans and the wider policy intentions of the adopted comprehensive plan.

- Allowing Minor Automobile Repair (where allowed by the underlying base zoning district) with specific design standards including all storage of vehicles and materials to be done entirely to the rear of the property or within the building and prohibiting vehicle access doors facing Hennepin Lyndale Lagoon or Lake Street. The building will be required to comply with other requirements of the proposed ordinance which include minimum floor area ratio (FAR) and height as well as building placement. The standard PO District prohibits all automobile service uses including car washes, auto repair, and automobile convenience facilities (gas stations). This consideration stems from language in the Uptown Small Area Plan that states “Local serving

auto-oriented uses such as auto repair shops should be supported; however, property owners are encouraged to design their properties to be pedestrian friendly.”

- Requiring operational principal building entrances, in the case of corner lots, to be located with 25 feet of the corner of the building and placed along Hennepin, Lyndale Nicollet Lagoon or Lake Streets.
- Increasing the FAR density bonus for mixed use buildings, enclosed parking, and affordable housing from 20 percent to 25 percent.
- Allowing non-residential uses to utilize the FAR bonus for being mixed use (ground floor commercial, non-residential above) and having enclosed parking. The Uptown Small Area Plan and Midtown Minneapolis Plan both encourage non-residential uses to provide “daytime population” by encouraging office developments in the Activity Centers. They state that non-residential developments “will provide employment and economic development opportunities for established businesses and new entrepreneurs alike. A greater number of employees in Uptown will also lend market support to existing retails uses and restaurants.”
- Establishing a base maximum height of four stories or 56 feet. This would allow parcels zoned CI to build to this height as of right. All the other base zoning districts in the study area allow development to be four stories of 56 feet in height or greater as of right.
- Prohibiting curb cuts, in the case of corner lots, along Hennepin, Lyndale, Nicollet, Lagoon and Lake Street.
- Elimination of the Office Residence District 15 foot front yard setback and the established front yard setback requirements. This will require buildings to be located closer to the front property line to help engage the building with the street/public realm and help foster a continuous street wall along commercial corridors. This would also eliminate conflicting setback requirements for properties in the Office Residence District or properties adjacent to residential uses.

The removal of the Lake and Hennepin area and addition of the Hennepin, Lyndale, Lagoon, and Lake area in the Pedestrian Oriented Overlay District results in the removal of the sole standard of the Lake and Hennepin area. This standard is:

- (1) Travel demand management plan. All development containing more than four thousand (4,000) square feet of new or additional gross floor area, or more than four (4) new or additional parking spaces, shall include a travel demand management plan (TDM) that addresses the transportation impacts of the development on air quality, parking and roadway infrastructure. The planning director, in consultation with the city engineer, shall conduct the administrative review of the TDM. The planning director shall recommend to the zoning administrator any mitigating measures deemed reasonably necessary, who shall include such recommendation as a condition of the issuance of any building permit, zoning certificate or other approval required by this zoning ordinance or other applicable law. All findings and decisions of the planning director shall be final, subject to appeal to the city planning commission, as specified in Chapter 525, Administration and Enforcement.

Travel Demand Management Plans on small, single-use commercial projects have not yielded any substantial traffic mitigation measures. Additionally, the City of Minneapolis Public Works Department currently requires a TDM if a development proposal significantly changes the uses of the site, which has been the case with most new development in the study area. As such, larger development projects with potential traffic impacts will still require a TDM.

During the course of the rezoning study, CPED identified the need to add standard and revise standards of the existing Pedestrian Oriented Overlay order to further the policies of *The Minneapolis Plan For Sustainable Growth*. The CPED recommended changes would apply to all Pedestrian Oriented Overlay Districts in the City of Minneapolis. CPED recommends the following changes in the existing standards of the Pedestrian Oriented Overlay District.

- Amending 551.120 Building façade by requiring that the bottom of any window used to satisfy the ground floor window requirement for nonresidential uses may not be more than two (2) feet above the adjacent grade. The existing Site Plan Review standard is four (4) feet above the adjacent grade.
- Amending 551.140 Accessory Parking (b) Dimensions by reducing the linear street frontage of a parking lot from 60 feet to 40 feet. This is currently in the standards of the Nicollet & Franklin area Pedestrian Oriented Overlay District.
- Amending 551.140 Accessory Parking by adding a Bicycle Parking Requirement for nonresidential uses that states: Nonresidential uses required to provide bicycle parking by Chapter 541, Off-Street Parking and Loading, shall provide a minimum of four (4) bicycle parking spaces or one (1) space per two thousand (2,000) square feet of gross floor area, whichever is greater. This is currently in the standards of the Nicollet & Franklin area Pedestrian Oriented Overlay District.

Nonconforming Uses

The standards of the Pedestrian Oriented Overlay District prohibit drive-through facilities, automobile services uses and transportation uses. This rezoning study and text amendment would result in properties containing 29 nonconforming uses in the area within the rezoning study district boundaries, including:

- Drive-throughs: 10
- Automobile convenience facility (gas station): 8
- Auto repair: 8 including 2 major automobile repair establishments and 6 minor automobile repair establishments.
- Automobile sales: 2
- Car Wash: 1

PUBLIC INPUT

On June 1, 2016, CPED hosted a public meeting to introduce the public to the intent and purpose of the Pedestrian Oriented Overlay District, the standards of the Pedestrian Oriented Overlay District, and discuss ideas and concepts that staff was considering for the project area.

Affected property owners were notified by mail of the beginning of the 45-day public review period on September 2, 2016, and of the upcoming City Planning Commission public hearing on November 1, 2016. During the review period, recommendations for amending the text and boundary of the Hennepin, Lyndale, Lagoon, and Lake PO district were made available on the project's webpage.

During the comment period CPED received 26 written comments and several more phone and email inquiries regarding the rezoning study. A summary document with all the comments received is included in the attachments, See Attachment 5.

At the request of Lake Street Council, staff attended their board meeting on September 15, 2016. At the request of the Lowry Hill East Neighborhood Association (LHENA), staff attended a public meeting on October 12, 2016, hosted by LHENA for all the neighborhoods that are within the rezoning study area.

PURPOSE OF TEXT AMENDMENT

What is the reason for the amendment?

To preserve and encourage the pedestrian character of the properties in the project area and to promote street life and activity by regulating building orientation and design and accessory parking facilities, and by prohibiting certain high impact and automobile-oriented uses.

What problem is the amendment designed to solve?

The intent is to encourage development that is in keeping with existing adopted policy in the area. Recent developments in the area identified a need to have more guidance in the Zoning Ordinance to encourage this desired development pattern.

What public purpose will be served by the amendment?

Ensuring that minimum standards for scale of development are met will support the existing physical framework for corridor businesses and encourage pedestrian comfort and safety.

What problems might the amendment create?

It is intended that this ordinance amendment will effectively eliminate the potential for new, single-story development in the corridor. This may impact various areas of the project area differently, in areas where the market is not as strong the requirement for multi-story development may be perceived as slowing redevelopment. However, adopted city policy calls for this multi-story development in the project area and with this in mind, these development sites should not be under-developed when new construction is proposed.

TIMELINESS OF TEXT AMENDMENT

Is the amendment timely?

The amendment is intended to implement policies from the Midtown Minneapolis Plan (2005), the Uptown Small Area Plan (2008) and the Lyn-Lake Small Area Plan (2009) as well as implement the policies of the City's Comprehensive Plan, *The Minneapolis Plan for Sustainable Growth which was adopted in 2009*. Adopting ordinance changes at this time is appropriate given those adopted policies, planned infrastructure investment and the market conditions present in the area.

Is the amendment consistent with practices in surrounding areas?

The ordinance amendment is partly intended to create greater language consistency between various geographically specific pedestrian oriented overlay regulations. Additionally, the proposed ordinance amendment includes and incorporates many of the standards of the existing Nicollet and Franklin area of the Pedestrian Oriented Overlay District which are adjacent to this new, consolidated district.

Are there consequences in denying this amendment?

Denying this amendment would result in not being able to fully administer the adopted policies of the plans in the area through the zoning code. It would allow development that is not in keeping with adopted policy.

FINDINGS AS REQUIRED BY THE MINNEAPOLIS ZONING CODE

I. Whether the amendment is consistent with the applicable policies of the comprehensive plan.

The rezoning recommendations are consistent with and implement policies from the Midtown Minneapolis Plan (2005), the Uptown Small Area Plan (2008) and the Lyn-Lake Small Area Plan (2009) as well as implement the policies of the City's Comprehensive Plan, *The Minneapolis Plan for Sustainable Growth*.

Designated land use features found in the study area include:

- Activity Center: Uptown, Lyn-Lake, Lake and Nicollet
- Commercial Corridor: Hennepin Avenue, Lyndale Avenue South, Nicollet Avenue, Lagoon Avenue, Lake Street
- Major Retail Center: Lake and Nicollet

The following general land use policies of the *Minneapolis Plan for Sustainable Growth* apply:

Land Use Policy 1.1: Establish land use regulations to achieve the highest possible development standards, enhance the environment, protect public health, support a vital mix of land uses, and promote flexible approaches to carry out the comprehensive plan.

- I.1.4 Support context-sensitive regulations for development and land use, such as overlay districts, in order to promote additional land use objectives.
- I.1.5 Ensure that land use regulations continue to promote development that is compatible with nearby properties, neighborhood character, and natural features; minimizes pedestrian and vehicular conflict; promotes street life and activity; reinforces public spaces; and visually enhances development.

Land Use Policy 1.4: Develop and maintain strong and successful commercial and mixed use areas with a wide range of character and functions to serve the needs of current and future users.

- I.4.2 Promote standards that help make commercial districts and corridors desirable, viable, and distinctly urban, including: diversity of activity, safety for pedestrians, access to desirable goods and amenities, attractive streetscape elements, density and variety of uses to encourage walking, and architectural elements to add interest at the pedestrian level.
- I.4.4 Continue to encourage principles of traditional urban design including site layout that screens off-street parking and loading, buildings that reinforce the street wall, principal entrances that face the public sidewalks, and windows that provide “eyes on the street”.

Land Use Policy 1.7: Limit new and expanded auto-oriented uses in the city so impacts on the form and character of commercial areas and neighborhoods can be minimized.

- I.7.3 Auto-oriented uses should be designed with aspects of traditional urban form, to minimize the impact on the pedestrian realm.

Land Use Policy 1.10: Support development along Commercial Corridors that enhances the street’s character, fosters pedestrian movement, expands the range of goods and services available, and improves the ability to accommodate automobile traffic.

- I.10.3 Discourage uses that diminish the transit and pedestrian character of Commercial Corridors, such as some automobile services and drive-through facilities, where Commercial Corridors intersect other designated corridors.
- I.10.4 Encourage a height of at least two stories for new buildings along Commercial Corridors, in keeping with neighborhood character.
- I.10.5 Encourage the development of high-density housing on Commercial Corridors.

Land Use Policy 1.12: Support Activity Centers by preserving the mix and intensity of land uses and by enhancing the design features that give each center its unique urban character.

- I.12.3 Encourage active uses on the ground floor of buildings in Activity Centers.
- I.12.4 Discourage uses that diminish the transit and pedestrian character of Activity Centers, such as automobile services, surface parking lots, and drive-through facilities.
- I.12.5 Encourage a height of at least two stories for new buildings in Activity Centers, in keeping with neighborhood character.

Land Use Policy 1.16: Support a limited number of Major Retail Centers, while promoting their compatibility with the surrounding area and their accessibility to transit, bicycle and foot traffic

- I.16.1 Encourage the development of mixed residential, office, institutional and, where appropriate, small-scale retail sales and services to serve as transitions between Major Retail Centers and neighboring residential areas.
- I.16.2 Incorporate principles of traditional urban design in new and phased development, including buildings that reinforce the street wall, have windows that provide “eyes on the street”, and principal entrances that face the public sidewalks.
- I.16.3 Encourage and implement buffering to lessen potential conflicts between uses in Major Retail Centers and surrounding areas.
- I.16.4 Ensure the provision of high quality transit, bicycle and pedestrian access to Major Retail Centers.
- I.16.5 Support district parking strategies in Major Retail Centers, including shared parking facilities, uniform signage for parking facilities, and other strategies.

Transportation Policy 2.3: Encourage walking throughout the city by ensuring that routes are safe, comfortable, pleasant, and accessible.

- 2.3.5 Continue to enforce standards for building placement and design based primarily on the needs of pedestrians.
- 2.3.7 Minimize and consolidate driveway curb cuts as opportunities arise, and discourage curb cuts where alleys are available.

Transportation Policy 2.5: Ensure that bicycling throughout the city is safe, comfortable and pleasant.

- 2.5.3 Continue to integrate bicycling and transit facilities where needed, including racks on transit vehicles and bicycle parking near transit stops.

Transportation Policy 2.8: Balance the demand for parking with objectives for improving the environment for transit, walking and bicycling, while supporting the city’s business community.

- 2.8.1 Implement off-street parking regulations which provide a certain number of parking spaces for nearby uses, while still maintaining an environment that encourages bicycle, pedestrian, and transit travel.
- 2.8.7 Promote transit, walking, and biking as safe and comfortable transportation alternatives through reduced parking requirements, encouragement of employee transit incentive programs, and improved facilities.

Urban Design Policy 10.10: Support urban design standards that emphasize a traditional urban form in commercial areas.

- 10.10.1 Enhance the city's commercial districts by encouraging appropriate building forms and designs, historic preservation objectives, site plans that enhance the pedestrian environment, and by maintaining high quality four season public spaces and infrastructure.
- 10.10.4 Orient new buildings to the street to foster safe and successful commercial nodes and corridors.

Urban Design Policy 10.11: Seek new commercial development that is attractive, functional and adds value to the physical environment.

- 10.11.3 Continue to curb the inefficient use of land by regulating minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.

The following policies from the *Midtown Minneapolis Plan (2005)* apply:

- “Buildings should include regularly spaced windows and doors on all exposed sides to establish rhythmic articulation, provide visual interest, and eliminate blank walls” “Figure 15 indicates ground-level street frontages that should contain retail uses. All sites shown in shading on the plan should be multi-story structures. Upper floors may be either office or residential uses as-of-right,” p. 15
- “Building frontages should be consistent address the street with a build-to line defined by the public right-of-way (the sidewalk);” p. 16
- “Ensure application of Midtown-specific parking standards and regulations that are supportive of a transit-oriented district.” p. 16
- “Future construction of new commercial and mixed use buildings along this segment of Lake Street will need to adjust the build-to line three feet to seven feet south of the sidewalk that will be constructed with the Lake Street Reconstruction project. This will ensure that this segment of Lake Street will have adequate sidewalk widths (10 to 14 feet) in the future.” p.21
- Minimizing the number of driveways on Lake Street that provide direct vehicular access to adjacent property; instead, access should be provided from side streets, adjacent alleys and parallel streets, if available.” p.34
- “Parking lots associated with new development should be located in back (to the rear) of buildings and never on corners. Landscaping should be provided to provide a buffer between parking lots and residential uses that may be across the alley” p.34
- “Support the concept of higher intensity mixed use development at major intersections (e.g., Nicollet, I-35W, and Chicago Avenue intersections with Lake Street)”
- “Building heights should reinforce a pattern of highest intensity development at major intersection nodes and comparatively lower intensity development between the nodes”

The following policies from the *Uptown Small Area Plan (2008)* apply:

- The Core of Uptown should remain at Hennepin Avenue and Lake Street. The Activity Center should be mixed-use, containing entertainment, hotels, restaurants, shopping and destination uses, as well as (local and national) retailers on the ground floor of all buildings. Upper floors should contain residential and office uses.”
“The Plan recommends increasing daytime population by encouraging office developments in the Activity Center. Non-Residential developments will provide employment and economic development opportunities for established businesses and new entrepreneurs alike. A greater number of employees in Uptown will also lend market support to existing retail uses and restaurants.” p. 51-52.

- “Many single-story retail buildings, especially those that do not face the street and have a suburban character, should be replaced, over time, with more urban buildings – buildings that face the street and have parking behind.” p.64
- “Where the sidewalk is less than ten feet wide, buildings should be set back from the property five to eight feet in order to widen the sidewalk and allow for outdoor seating, small plazas, and forecourts.” p. 64
- “Local serving auto-oriented uses such as auto repair shops should be supported; however, property owners are encouraged to design their properties to be pedestrian friendly.” p.64
- “Private parking for all new developments should either be underground, at the rear of the property, or in a surface lot in the interior of the block.” p.64
- “Reducing curb cuts will maximize on-street parking, improve pedestrian safety, improve traffic flow, and create opportunities for new infill development.” p.64
- “New developments should create a strong urban street wall of two to four stories. Greater height will be rare given the small parcels and triangular block patterns. However, on larger blocks taller buildings may rise to 84 feet mid-block and along Hennepin Avenue.” p.65

The following policies from the *Lyn-Lake Small Area Plan (2009)* apply:

- “Between West 26th Street and West 28th Street, Lyndale Avenue South is likely to have more intense development than some portions of the street to the north because 26th and 28th Streets provide quick access across the city. These blocks can provide a transition between the Activity Center and areas to the north.”
- “Between West 24th Street and West 26th Street, there are more residential uses than in other sections of Lyndale Avenue South. Since there is a somewhat solid stretch of homes in these blocks, efforts should also be made to preserve the existing fabric and feel of the street, and when possible retain the existing building stock. 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 structures.”
- “Between West Franklin Avenue and West 24th Street there are buildings with larger footprints and more off-street parking. This development is typical of a Commercial Corridor, but as properties are redeveloped access and aesthetics should be improved.”
- The intersection of West Franklin Avenue and Lyndale Avenue South is a gateway to Southwest Minneapolis, and improvements should be made. Roadway alignments north of West Franklin Avenue make this area uncomfortable for pedestrians and limit development options. This area should be studied in greater detail in the context of the larger connections between Hennepin Avenue, Lyndale Avenue South, and Interstate 94.”
- “No matter what the use, bringing buildings to the front of the parcels and placing parking in back as the current zoning code requires will improve the pedestrian comfort in the area and create a safer environment by providing more activity along the street.” P.45
- Lyndale to Blaisdell Area, Buildings along West Lake Street should be designed with an abundance of windows and uses within the building should interact with the sidewalk.” p.45
- Activity Center guidance “a minimum Floor Area Ratio of 1.0 should be added to the Pedestrian Oriented Overlay district to discourage buildings that are less than two stories tall” p.41

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

The recommended zoning changes affect 1,044 properties. That being the case, it is not in the interest of a single property owner. The recommendations implement plans that involved the participation of multiple stakeholders.

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

The proposed changes to overlay zoning designations are guided by adopted small area plans and the Comprehensive Plan. These plans and policies consider the growth and evolution of the entire area, including integration with, and transition between surrounding land uses.

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

The proposed zoning identifies reasonable changes to fulfill long-term land use objectives of adopted city plans. Existing base zoning districts are not proposed to change, so changes to the uses allowed are limited to those additionally regulated in the proposed overlay district.

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

Since the area was last evaluated as part of a rezoning study in 2009 there has been a change in the trend of development. The rezoning study area is quite broad and as such covers more than one market area which has experience different trends in development. The area within the existing Pedestrian Oriented Overlay District has experienced significant redevelopment with high intensity mixed use development. Properties along Hennepin Avenue north of 28th Street have experienced redevelopment resulting in the replacement of one story development with new one story development. Lyndale Avenue has experienced several redevelopment proposals, with most not yet resulting in new development. Lake Street, east of Lyndale, has not experienced significant redevelopment at this time. The expansion and consolidation of the overlay districts ensures that future development continues to occur in a manner that is compatible with the area and is consistent with the adopted plans for the area.

RECOMMENDATIONS

Recommendation of the Department of Community Planning and Economic Development:

The Department of Community Planning and Economic Development recommends that the City Planning Commission and City Council adopt the above findings and **approve** the zoning map amendment for the rezoning of parcels in the attached exhibits, amending Chapter 521. Staff further recommends that the City Planning Commission and City Council adopt the above

findings and **approve** the zoning code text amendment, amending Chapter 521, Zoning Districts and Maps Generally and Chapter 551, Overlay Districts.

ATTACHMENTS

1. Proposed Zoning Text Ordinance: Chapter 551, Overly Districts
2. Proposed Zoning Text Ordinance and Maps: Chapter 521, Zoning Districts and Maps Generally
3. Comments received during public comment period