

# South Lyndale Area

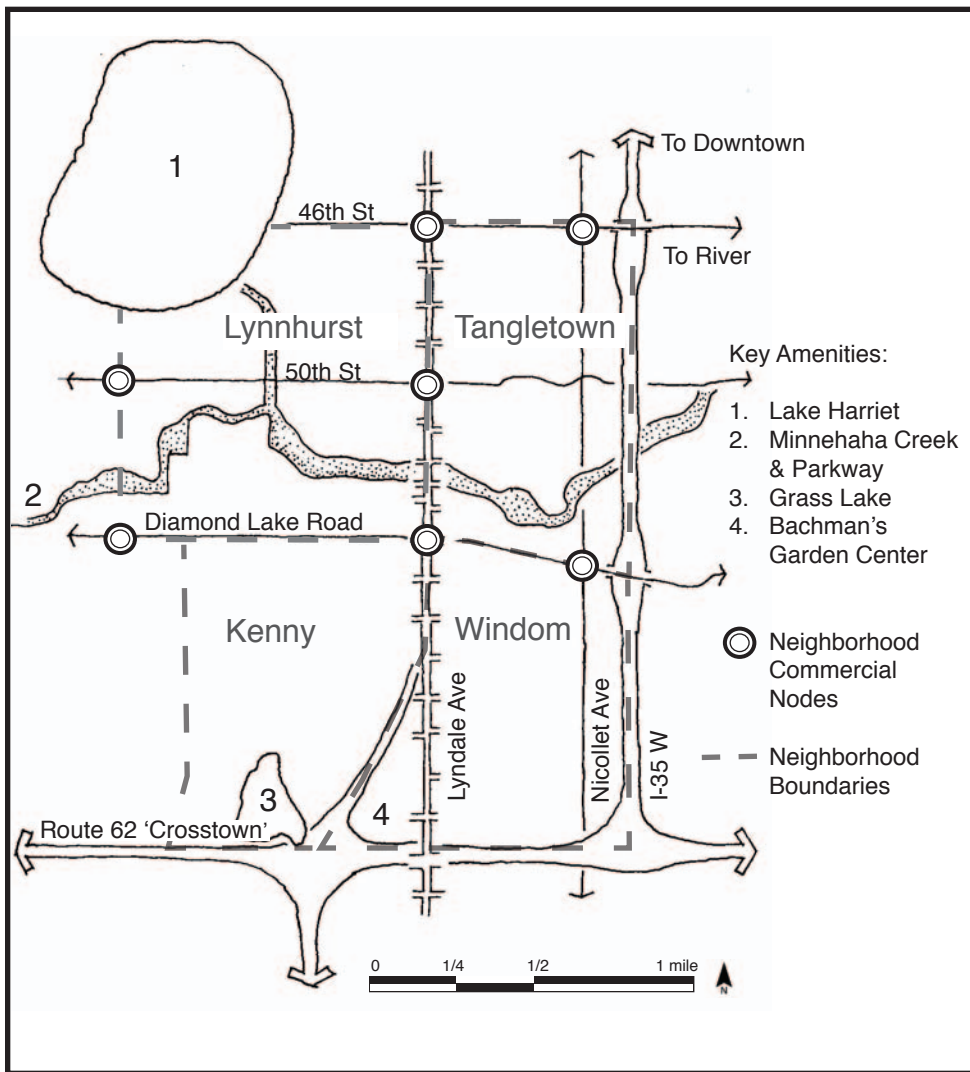
## Development Site Information Sheet, Minneapolis Corridor Housing Initiative



The Corridor Housing Initiative is an exciting partnership among Minneapolis neighborhoods, city government, and a technical team of development consultants, design experts, and facilitators to connect market opportunities with neighborhood goals. Our goal is to create great neighborhoods that support housing choices for a mix of incomes and households, with access to transportation options, retail amenities, parks, and job opportunities.

Corridor Housing Initiative projects are selected through a competitive process initiated by neighborhoods that support housing development along major corridors in Minneapolis. A total of five corridors have been selected for the project to date: Nicollet Avenue in Loring Park, East Lake Street, Nicollet Avenue in the Kingfield neighborhood, South Lyndale Avenue, and West Broadway Avenue.

The Corridor Housing Initiative reduces front-end costs for developers by providing community support for development through suggested development guidelines, neighborhood and City support for higher density development through zoning recommendations, and increased access to available City funding cycles.



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### Community Visual Preferences as Expressed in the South Lyndale Development Workshops

The Visual Preference Survey exercise focused on three areas: Building Height, Sidewalk Elements and Building Form. The following summary focuses primarily on built form and secondarily on streetscape, also referencing the 2004 Streetscape Plan.

#### Building Height

There was a distinct preference for two- and three-story buildings. Mixed-height buildings were also highly favored, although there were doubts about whether this type is economically feasible. The 1 1/2 story building in the VPS was disliked primarily due to its strip mall-type design rather than its height.

#### Preferences:

- Buildings should generally fall between 1 1/2 and three stories in height.
- Taller (4-story) buildings may be acceptable provided that the building “steps down” to a lower height to create an appropriate transition to surrounding lower buildings. The upper story may also be set back behind the facade to provide this transition.
- Buildings with varied heights (between 1 1/2 and four stories) may also be acceptable.
- Flat roofs are preferable to pitched roofs.

#### Building Form

There was an unequivocal preference for older buildings, or for buildings with the level of detailing and quality of construction seen in older buildings. Participants realized that this type of construction may not be economically feasible, but would like to see more of an effort to achieve these standards. The preferred building type was actually four stories, but with the upper level set back (see building height principles above). Some other useful comments: newer buildings in the region tend toward a pastiche of Prairie and Mission/Craftsman styles, which don't actually reflect Twin Cities historical precedents for multi-family buildings.

#### Preferences:

- Buildings should demonstrate a high level of architectural detail, but also show some restraint – overly flashy designs are not appropriate.
- Look to the traditional Minneapolis four- or eight-unit 3-story building, often in a courtyard configuration, as a useful precedent.

- Materials and design should provide a sense of depth and texture. For example, recessed window openings, detailed cornices.

The broad concept of “pedestrian-friendliness” at street level is consistent with many Minneapolis standards and guidelines (for example, the Pedestrian-Oriented Overlay District). It might translate into concepts such as:

- Enough windows at the street level; views in and out of buildings
- Main entrances from the sidewalk, not from parking lots
- Avoid parking lots between buildings and the street (this was a clear preference under Sidewalk Elements)

#### Sidewalk and Streetscape Elements

There was a strong preference for street trees, although participants stressed the importance of keeping trees healthy in a sidewalk environment. A combination of wide and narrow sidewalks was favored – wider sidewalks with seating areas at specific nodes or corners, narrower sidewalks elsewhere. Pedestrian safety was very important to the groups, and the role of on-street parking was recognized as protecting the pedestrian. It was also noted that the 2004 Streetscape Plan has already been completed and approved by LASR-CC and should set the standard for future streetscape improvements.

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