

# Linden Hills SAP: Issues, Opportunities, and Visioning Workshop

## February 28, 2013

Notes from 4:30 – 5:45 session at Table 1 (recorded by Dan Cornejo)

### Issues and Opportunities

- Through-traffic causes a lot of safety issues; need to channel and/or slow it down. 44<sup>th</sup> Street is especially troublesome, with high speeds. 44<sup>th</sup> and France area is the worst, especially at morning and afternoon “rush hour.” Consider speed bumps, bump outs at intersections to aid in pedestrian safety.
- There are no more “vacant storefronts.” There were about four of them recently, but now each store has “something going on” in terms of a new use.
- We have too many specialty shops, and not enough shops for local goods such as convenience grocery store, repair shop, healthy foods. Yes, the Coop is a grocery store but it is too far away to just walk to for people who live around 43<sup>rd</sup> and Upton.
- With large-scale developments, the Linden Hills community ought to press for “Community Benefit Agreements.”
- New large-scale development should be broken up into smaller components, especially the front façade where it meets the sidewalk. New buildings should also be set back a bit, to “enlarge” the sidewalk area. A big issue with larger buildings is their inability to let sunlight filter through to the street and sidewalk, hence they cast large and long shadows.
- We should seek non-profit developers, as well as for-profit ones, to enable Linden Hills to obtain a larger variety of housing types and choices, i.e. affordable units for seniors and young families, housing for singles with services, one-floor living, rental and ownership, etc.
- New development should be limited to three stories with a stepped down requirement for a transition to R-1 single family adjacent areas.

### Vision Statements

- There should be a Small Area Plan policy statement on climate change and development. We have a LHiNC statement on global warming/sustainability, which includes support for LEED-certified buildings. A version of this statement should find its way into the Small Area Plan.
- For our community to be sustainable over the long term, we need more and better housing choices for young people, affordable housing for families with kids, one-level and assisted living for older people. We need more R-2 zoning for duplexes, more places for townhomes, and better design guidelines or requirements for compatible larger and denser housing developments that really fit into the scale of our neighborhood.
- At 44<sup>th</sup> and France we need more park and open spaces where people can just sit (not buy, buy, buy) and visit. There should be benches in these areas, shade; there could be benches on

expanded sidewalks too. How about redesigning the “tree boulevard” at 44<sup>th</sup> and Beard to be more useful as a public open space?

- We want businesses for our neighborhood (places that you can buy milk, band-aids, bread, etc.), not targeted to visitors from other areas. The zoning should be revised to ensure that we get smaller spaces for businesses, not larger spaces.
- The zoning regulations should include ways to provide incentives to keep and renovate, and possibly add to, existing buildings that we have now. These are at the scale we like and support.
- There should be no drive-through operations permitted.
- There should be strict design controls to ensure that the design and scale of new development is sympathetic to our village scale. New development should reinforce it, not fight it.
- Development processes should be more transparent. We need an early warning system. The Linden Hills community should be notified when new redevelopment is contemplated or applied for. Some cities such as Portland and Vancouver require that developers put a sign on the proposed redevelopment site that “announces and describes” what has been proposed and which zoning requests (such as variances or rezoning permits) have been applied for.

# Linden Hills SAP: Issues, Opportunities, and Visioning Workshop

## February 28, 2013

Notes from 6:00 – 7:15 session at Table 1 (recorded by Dan Cornejo and Suzanne Rhees)

### Issues and Opportunities

- Parking, or lack of it, is an issue at 43<sup>rd</sup> and Upton. The issue is that parking spills over into the residential streets adjacent to the commercial area.
- The relocation of the Coop, while great for those that live near 44<sup>th</sup> and France, has caused problems for those who live at 43<sup>rd</sup> and Upton (its prior location). There needs to a small convenience store or convenience items (like bread and milk and eggs) in existing stores such as the hardware store, Clancey's, or another store.
- Too many specialty shops for visitors.
- More convenience shopping for local residents is needed.
- Nevertheless, there are still many walkable destinations. We locals do use the restaurants and service businesses too.
- We have many service businesses, and that's a real plus for living here.
- Huge issue: there is no consensus and a real lack of guidance regarding the inevitable changes to business nodes and for response to development proposals. There is a lot of polarization which comes from misinformation at times, and at other times a real lack of understanding of what the development proposals really mean in terms of density, neighborhood impacts, etc. We do not know how or if these proposals will benefit our community or just benefit the developer.
- We must preserve walkability and improve safety for pedestrians. We need to connect the commercial nodes.
- Don't increase traffic on Xerxes. It is a through street, but the speeds seem to be increasing.
- We need better wayfinding.
- There is a complex pedestrian and vehicle traffic situation at 44<sup>th</sup> and Drew/Chowen.
- We need a marked pedestrian crosswalk for the intersection of the streetcar path when it crosses streets. Pedestrians using this streetcar path face a very dangerous situation when they try to cross the streets.
- The advantage of greater housing density is that Linden Hills get greater diversity of housing choices, including different housing unit types and different levels of affordability.
- There is a link between higher densities and sustainability: more households clustered in one location or building means there are more "local" customers for our businesses that are within walking (not driving) distance.
- We need to expand housing options for existing residents. Many older households will want to, or need to, move to another type of housing such as one-level living. We need to get developments that give us this type of housing so we have real choices to stay in the neighborhood.
- There is a stormwater management issue at 43<sup>rd</sup> and Upton (water comes downhill from the streets and properties up the hill to the south).

## Vision Statements

- We need more, but better-designed, high quality, higher density housing types that provide choices for current residents, people wanting to move back, and newcomers. These new infill developments need to be better sited to provide better relationship to nearby properties and to enhance the pedestrian environment where the building meets the street and sidewalk, especially mixed use buildings that have commercial operations at street level. These developments should be transit-oriented, with some internal parking for cars and bikes.
- The location (on a site) of higher buildings is critical, in relation to shadowing effects on nearby properties and sidewalks.
- New buildings need to have articulation (not a long, huge slab), setbacks on all sides, and stepbacks at the upper floors to mitigate the over-towering effects of taller buildings.
- The 44<sup>th</sup> and France area needs to have a plan to facilitate the evolution of this node towards greater walkability and a sense of connectedness. Right now the large parking areas break up the area, giving it a suburban, disconnected feeling which makes a person not want to walk around there.
- There are opportunities to collaborate with the Edina Sunnyside residents across the France Avenue city boundary. They are trying to organize a small area plan group.
- Minneapolis has finally supported Open Streets events (on south Lyndale Avenue). We should have Open Streets on the parkways around the Lakes, perhaps once a month on Sundays.
- We need more frequent transit service to connect the commercial nodes. Consider a circulator bus too. How about connecting to the SW LRT (down France Avenue?)?
- Waveland is underutilized and needs renewal.
- Need to support renewal and reinvestment in our current business district buildings and business operations. We appreciate and support the physical scale of the buildings (one- and two-story) and the local scale of business operations. We need to find ways for the zoning and other regulations (really a strategy to strengthen and retain existing businesses) to support the owners to reinvest and extend the life of their buildings and operations. Consider incentives for businesses to expand on their current sites. These renovations need to be guided by design guidelines too, to ensure that the new/old development continues to support the village atmosphere we know works.

# **Linden Hills Small Area Plan: Community Workshop February 28, 2013 Notes from Table 2** (by Brian Schafer)

## Session #1- 4:30 pm

### *Analysis of issues and opportunities*

Lack of housing diversity

- Aging population
  - Need services and spaces to allow population to age in the community. There is a progression of care from independent living to assisted living.
  - Aside from housing also need services and support facilities
  - Neighborhood anecdote (not fact checked)- Past issue with housing project that was proposed as senior housing and as received support for being larger than existing scale. The housing was not built for senior housing. Lesson- senior housing should not get special treatment over other multi-family regarding size, scale.
- Affordable housing- need to consider broad scale affordability and provide options of types and price points

Potential underutilized/under-developed sites

- Sites in 44<sup>th</sup>/France node that could be redeveloped to provide more housing options, more intensive development, additional green space, commercial options.
- Issue was who would/could undertake or initiate redevelopment- It would have to be initiated by the private market (property owners, developers) as the City does not have resources for site assembly. As such a realistic understanding for the future should be considered.

Size, Scale and Rhythm of any redevelopment at 44<sup>th</sup>/France node and in general the project area is really important.

- Development similar to Excelsior and Grand would not be okay. Despite façade articulation it fills the block with one monolithic development. – New development needs to reflect the rhythm and width that are in area.
- Heights need to be varied and respect the adjacent context along block face or across street. Higher heights might be okay if stepped back into site.
- At 44<sup>th</sup>/France consider rhythm in Edina side of street as well as Edina's future development guidance for France.
- Green space in new developments is important. It breaks up massing, provides formal/informal gathering spaces, and can manage stormwater.

#### Development along corridors adjacent to single family homes

- Green space is important for transitions and keeping with rhythms of area.
- Need to consider how back of building interacts with adjacent properties or across alleys.
- How would you feel if it was in your backyard
- Scale and massing is important

#### Traffic

- Traffic generated by new developments needs special attention. Concern about impacts on overall traffic and through traffic in more residential streets.

#### History/Presevrvation

- Linden Hills has lots of old homes that have a history to understand and protect- "Old Cottage" area south of Calhoun and north of 40<sup>th</sup>

#### Parks

- Parks are a vital resource to the community

#### Parking:

- The group did not feel that the parking presented a large problem.
- Neighborhood anecdote (not fact checked)- Library rehab was going to result in demolition of two adjacent homes. A study was completed that showed that the library received most of its traffic from foot and an additional parking lot was not needed and would have negatively impacted the area. Lesson- understand the market and impacts on the surroundings
- Do not teardown buildings to provide parking
- Concern about parking structure in design, cost and other impacts. This needs more attention if proposed
- Parking should be provided in new developments to meet the need of new spaces. Consider shared parking solutions.
- Like the flexibility of existing parking lot owners allowing lots to be used for more than just one business.

#### Businesses was not listed in vision for future of linden hills (wordle)

- The charm of the area is the vitality of the business nodes and corridors
- Walk around neighborhood because there is stuff to walk to
- Turnover in businesses is okay and good. Co-op needed more space, moved to old Sunnyside market, bigger hardware store moved into space and now there a farmer's market in the parking lot- net win for the area!

#### Land/property values as barrier to future

- Value of property in neighborhood has increased. Not affordable for some businesses or residents.
- Land values make small scale charm of businesses difficult to potential maintain

### ***Vision for Future of Linden Hills***

- ...must have business vitality
  - Love local businesses and encourage more local businesses. Businesses should have a small scale and serve community.
- ...will connect the business nodes along 44<sup>th</sup> Street and strengthen the 44<sup>th</sup> street business corridor
- ...new developments will have a context appropriate design that retains the scale of the area
- ... will have life-cycle housing to provide options for seniors and young people
- ...will build a better community through better consensus for the future and understanding the impacts on others.

### **Session #2- 6:00 – 7:30 pm**

#### ***Analysis of issues and opportunities***

##### Traffic/Transportation

- Concern that housing density = more traffic and that has negative impacts of livability to adjacent properties.
- Like the transit access as a means of getting to work without driving, not used by group outside of commute.
- Traffic makes some roads difficult to travel on for those who live on those roads. Presents difficulty in that no more road capacity can be provided and on-street parking is needed. He result is a feeling of not wanting any more traffic generators.
- Traffic issues related to use of lakes is another concern albeit minor to some.

##### Parking

- Concern that some uses do not have enough and overflow goes out of commercial areas onto residential streets that impact homeowners
- Can't just say people will or should walk more especially with aging population that faces mobility issues especially in winter where risk of slipping is higher

##### New development

- Size and scale of proposed new developments do not provide good transitions in neighborhood
- Size of development should not overwhelm area
- Pattern of green space from adjacent low-scale residential properties should be included in adjacent new development

## Businesses

- Want more neighborhood serving businesses- restaurants and pubs that do this are good and are and will be supported.
- Why is there not a pub? Does Linden Hills have a special set of rules that exclude this here?
- Don't want to have to drive for a gallon of milk.

## ***Vision for future of Linden Hills***

- ...will have more and better green spaces such as pocket parks
- ... will have more inviting walking routes on streets and in the former street car corridor
- ...will better connect business nodes by making more inviting and easier to move between them.
- ... will have more local stores to retain the fabric and charm that is created by local stores.
- ... will have better grasp of parking issues
- ... will have new development that is context appropriate. That builds on rhythm of areas and applies existing rhythm of 44<sup>th</sup>/beard and 43<sup>rd</sup>/upton to 44<sup>th</sup>/France.
- ... will find ways to get more affordable housing options

# **Linden Hills SAP: Issues, Opportunities, and Visioning Workshop**

## **February 28, 2013**

### **Summary of Small Table Discussion Notes from 4:30 – 5:45 PM Sessions**

(recorded by Ana Nelson/Bob Kost)

## **Issues and Opportunities**

### **Businesses / Services:**

1. While it's great that the neighborhood is so walkable, the current mix of shops in the 43<sup>rd</sup> and Upton node don't provide for people's daily needs. Affordable, basic groceries such as bread, milk, produce, a pharmacy, post office, banking, etc. are missing and require one to drive to other parts of town.
2. Could other shops like Clancy's Meats provide some of these goods, or could the farmer's market be expanded to run several days per week?
3. Co-op appears to be thriving in new location, it's no longer convenient for people in the 43<sup>rd</sup> and Upton access on foot.
4. New hardware store is a great addition to 43<sup>rd</sup> and Upton area and provides important role in daily life as well as off-street parking. Reconnecting the parking and alleyway to Xerxes would be helpful for improving circulation around the store's parking area.
5. There should be more of an emphasis on enhancing alternative modes of transportation like cycling, transit, walking, car-sharing, pedi-cabs, etc. as a means of lessening the need for additional parking spaces and auto use within the neighborhood.
6. Could the neighborhood (LHiNC)

### **Residential Living:**

1. There's a lack of affordable, life cycle housing options that allow for people to move up and move within the neighborhood such as from single family homes to townhomes, condominiums, etc.
2. Most rental apartments in the neighborhood are small, in older buildings and with few amenities or green-building features and don't cater or appeal to older, more established empty nesters or middle age professionals.
3. Recently proposed residential developments have been for very expensive condos or overly large (out of scale and character) rental apartments. There hasn't been any middle ground.
4. Most people are OK with increasing density (number of dwellings), it's the size (height, massing and length) of the proposed buildings that they find objectionable because they don't fit the character and scale of their surroundings (ignore their context) especially the older, adjacent homes.

### **New Development:**

1. People feel they have been presented with false choices: either big new buildings that are profitable for the developer or no new development at all.
2. See # 4 above.
3. Parking seems to be big issue for proposed commercial, comr.-res. mixed-use projects: neighbors don't want more surface parking lots, developers don't want to invest in structured parking. Need to explore alternatives:
  - Organize and manage shared parking and employee parking areas
  - Provide incentives to reduce parking and replace with bike facilities, share-car, etc.
  - Provide parking district stickers for residential-commercial transition areas
4. Research real-life, smaller-scale development projects that can serve as alternative precedents to foster more acceptable proposals for new development.

## **Goals / Vision**

- Enhance walkability, it's an affordable and sustainable alternative to increasing parking .
- Be a more vibrant, small community within the larger city.
- Adapting to change while maintaining small-town character.
- Prefer consultants to synthesize the feedback from the meetings to develop a draft neighborhood vision statement for others to review and refine.

# **Linden Hills SAP: Issues, Opportunities, and Visioning Workshop**

## **February 28, 2013**

### **Summary of Small Table Discussion Notes from 6:00 – 7:30 PM Session**

(recorded by Ana Nelson/Bob Kost)

## **Issues and Opportunities**

### **Businesses / Services:**

1. Disappearance of basic goods and services is unfortunate trend in 43rd and Upton node and the plan should explore ways to reverse this trend, if possible. Having business that help people meet their daily needs is important to improving sustainability.
2. Need to be mindful that businesses need both local and regional customers and sometimes visitors end up moving to neighborhood and becoming neighbors.
3. Divergence of opinions regarding prevalence of up-scale restaurants, some like this trend others wishing for more family-friendly / affordable options w/ basic burgers or a pub in addition to the wine bar/ gourmet offerings.
4. New hardware store has been big improvement and helps with #1 above.

### **Residential Living:**

1. General agreement that there should be more housing diversity with more options for moving to various types of home types while staying in the neighborhood.
2. Like the look of the older, classic style homes and small apartment buildings and this aesthetic should set the tone, style and scale of new housing.
3. Residential tear-downs are a regrettable trend and existing homes along the 44<sup>th</sup> Street corridor should be examined for protection or preservation, although uses may change (commercial or office conversions similar to Grand Ave. in Saint Paul) over time.

### **New Development:**

1. Process of development review needs to be better defined, better organized and well explained to provide a more predictable process with opportunities for meaningful neighborhood input earlier in the redevelopment process.
2. Well designed (contextual) development can provide opportunities for embracing change, maintaining a feeling of vibrancy while increasing density, economic diversity, walkability and the urban feel of the commercial nodes – Linden Hills is not and should not be like the suburbs.
3. Comprehensive Plan's land use / redevelopment recommendations aren't respectful of existing neighborhood character especially as it pertains to transitions between existing single family homes and adjacent high-frequency and higher density transit corridors like France Avenue. Terms and concepts such as definition of "medium density" and "transit-oriented" development need to be challenged and refined in terms of Linden Hill's context.

4. Several areas along the south side of 44<sup>th</sup> between France and Chowen with larger site areas and proximity to existing multifamily and commercial uses, offer potential for redeveloping with fewer impacts to adjacent properties. These larger sites also provide space for transitions such as stacking and stepping a mix of uses and densities, a variety of landscaped frontages and new small-scale public spaces.

#### **Transportation, Parking and Public Realm:**

1. Traffic calming devices need to be more attractive and contribute to areas aesthetics.
2. There are opportunities to enhance the public realm along sidewalks, parking areas and bus stops with appropriately scaled furnishings, plantings, decorative lighting, etc. This can help tie the three nodes together so they function more as a unified neighborhood resource.
3. Extending trolley up to Lake Calhoun/Lake Street (connection to SW LRT) would help reduce auto traffic and improve sustainability (reduce green house gasses).
4. The Hour Car service and Nice Ride cycle rental program could be better promoted and expanded as a way to reduce parking requirements for new residential development.
5. More work needs to be done to strengthen connections between Morningside businesses, 50<sup>th</sup> and France district, Uptown, etc. that don't rely on automobiles an additional parking such as enhanced Metro Transit bus operations (routes and frequencies), circulator/trolley bus, car, pedicabs and cycling facilities.

#### **Goals / Vision**

- Neighborhood organization can play a proactive role in soliciting “neighborhood sensitive” developers to propose projects in the neighborhood rather than wait and react to the whims of the market.
- Emphasize affordability in housing, goods and services.
- Provide more attractive, flexible outdoor space (beyond basic parking lots) for events, market, etc.
- Capitalize on the existing trolley-streetcar to increase pedestrian scale, walkability and safety.
- Enhance street and sidewalk system/facilities (including traffic calming techniques) to provide a better user experience beyond transporting vehicles/people through the neighborhood.

# Linden Hills SAP: Issues, Opportunities, and Visioning Workshop

## February 28, 2013

### Notes from 4:30 – 5:45 session at Table 4

(recorded by Rachel Baudler / Chuck Liddy)

## Issues and Opportunities

- Surprised about what issues came up in current survey (2013) compared with 1997's survey
- Empty store fronts
  - not too concerned about this as this is a very desirable area
  - felt this was an aberration by the timing of the survey
  - some felt LH is too pricey. Some retailers can't locate here because of high rents.
- Large scale of proposed redevelopment projects
  - development that was turned down was too big
  - historical overlay: 43rd and Upton should be treated differently than 44th and France
  - in general, proposals have been too big, too much
- Historic vs. "Historic" - need something with teeth, such as a design or conservation district
- Is rezoning part of this plan? What type of housing choices should be made around district? (not really in scope)
- Diversity in Cost/Type of Housing is needed
  - Age in Place
  - need to define "Diversity". Is it income level, architectural type, age diversity, affordability, etc.?
- Relocation of co-op / too many specialty shops
  - There is no place to get groceries and staple goods anymore
- Overlay on Upton – Is/was there an issue with bike shops?
- Trolley Line:
  - The old trolley line should become a pedestrian/bike route from Lake Harriet all the way up to Edina
  - The trolley line could partner a ped/bike route with the trolley?
  - would like the street car to go from Edina all the way downtown Minneapolis
  - Trolley garage is in the way. Move somewhere else?
- Bike facilities
  - Lockers: needed near commercial nodes, especially near the Co-op and/or Settegren's
  - Nice Ride and bike lanes coming, is good thing
- Parking Issue:
  - Employee parking congests the parking at 43rd and Upton the most
  - Employees were originally designated (late 1990s – early 2000s) to park at the Christian Science parking lot at 42nd and Washburn

- Under-utilized parking area - a gate blocks cars from old trolley line near 43rd and Upton - Can this gate be removed? Could this be used for parking, biking, walking, and access to the few garages there?
- Parking in front of Tilia and the Harriet Brasserie only place with the issue
  - Coffee and Tea impacted by Tilia
  - Harriet Brasserie (former Café 28) patrons are supposed to have access to spots at lot on Upton north of Famous Dave's
  - This area needs signage to direct people to assigned parking lots for the restaurants
  - require valet?
  - require reservations at restaurants?
  - have permit parking for residents that are impacted by restaurants/employee parking?
- Snow removal a problem with parking: Where should the snow go? Who is responsible?
  - Could it be piled at LH Park and used for sledding?
- 44th and France - Make it a GATEWAY into Minneapolis
  - beautify the area
  - rezoning needed?
  - Make more ped. friendly
  - Make more welcoming
  - Make it more accessible: as/if it changes, could it be more accessible by breaking up the site footprints to allow for more ways through?
  - Could Sunnyside site be more year 'round?
- There should be a common thread through the three commercial nodes
  - Lighting?
  - Boulevard / paving
  - Design Elements?
- Concern about 46th Ave - need to slow down the traffic
- Masonic building on France is sketchy
- Historic Buildings - Make people aware of the benefits of becoming a historic (40% tax credits)
- Historic designation - Need something visionary
  - Local registry?
  - Conservation district?
  - Design district?

## Vision Statements

- Identify and link all three business areas (44<sup>th</sup> & France, Motor Place/Dunrite area, 43<sup>rd</sup> & Upton) using common design elements (street lighting, paving, boulevards, landscaping, etc.) so they ALL read as a unified Linden Hills.
- Design elements linking the business areas should reinforce and encourage walking and biking between them.
- Extend the trolley from 44<sup>th</sup> and France all the way to the 29<sup>th</sup> Street Greenway Trench for future connection via trolley to downtown.

# Linden Hills SAP: Issues, Opportunities, and Visioning Workshop

## February 28, 2013

### Notes from 6:00 – 7:30 session at Table 4

(recorded by Chuck Liddy)

## Issues and Opportunities

- 44<sup>th</sup> & France
  - Odd design
  - Keep Sunnyside Gardens but modify or incorporate it into something else?
- Good aesthetics should be reinforced / encouraged
  - Design approval?
  - Historic district? / Conservation district?
  - Keep quaint and charming
  - LH is a 1940s “European Village” neighborhood.
- Possible types of development projects
  - Redo Turtle Bread or other small sites? No
  - Redo Turn-Style and other larger sites? Yes. Good locations to incorporate subsidized housing
  - 50<sup>th</sup> and France has a good feel. People can park and walk around, but it’s bigger and more commercial than we want.
  - Maintain LH character
  - Would hate to see more chains. Don’t want to be like Uptown.
- Housing
  - Diversity needed
  - Subsidized
  - Affordable
- There is no place to get groceries at 43<sup>rd</sup> and Upton.
- Make LH more walkable.
  - Tie business areas together with common design elements, paving, paths, etc.?
  - Make 43<sup>rd</sup> and Upton walking and buses only? (Traffic re-routing a problem?)
- Reinstate the Trolley Line
- Parking/Traffic
  - Don’t want 43<sup>rd</sup> and Upton to become like Kenwood / Uptown area
  - Parking should be in concentrated areas/lots so people park there and walk to destinations within LH
    - Use shared parking? (St. Thomas, Christian Science Church, Turn-Style, etc.?)
    - Have a circulator (mini bus/van) to circulate between parking lots?
    - Reopen and use old trolley line behind St. Thomas for parking in a pleasant, inviting way?
  - Require/request valet parking or reservations at restaurants?

- Have permit parking on Linden Hills Blvd and other places where residents are impacted by restaurants/employee parking?
- Sustainability
  - Provide for community garden(s)
  - Promote walking, biking

## Vision Statements

- Make LH a “Transition Town”? (*Transition Towns are communities of people engaged in dynamic, proactive redesign of their cities and towns for the Post Peak Oil era. See [www.transitiontowns.org](http://www.transitiontowns.org) for more information.*)
- Provide for a wide range of affordable and diverse housing options in LH.
- Identify and link three business areas (44<sup>th</sup> & France, Motor Place/Dunrite area, 43<sup>rd</sup> & Upton) using common design elements (street lighting, paving, boulevards, landscaping, etc.) so they ALL read as a unified Linden Hills.
- Create some sort of a district (historic, conservation, design?) that will protect and promote Linden Hill’s character.
- Create a “greenway” that extends through the neighborhood from 43<sup>rd</sup> and Upton to 44th and France.