

Linden Hills Small Area Plan Open House Summary

The following document summarizes the input gathered in the online and in-person open house that were held in June 2013.

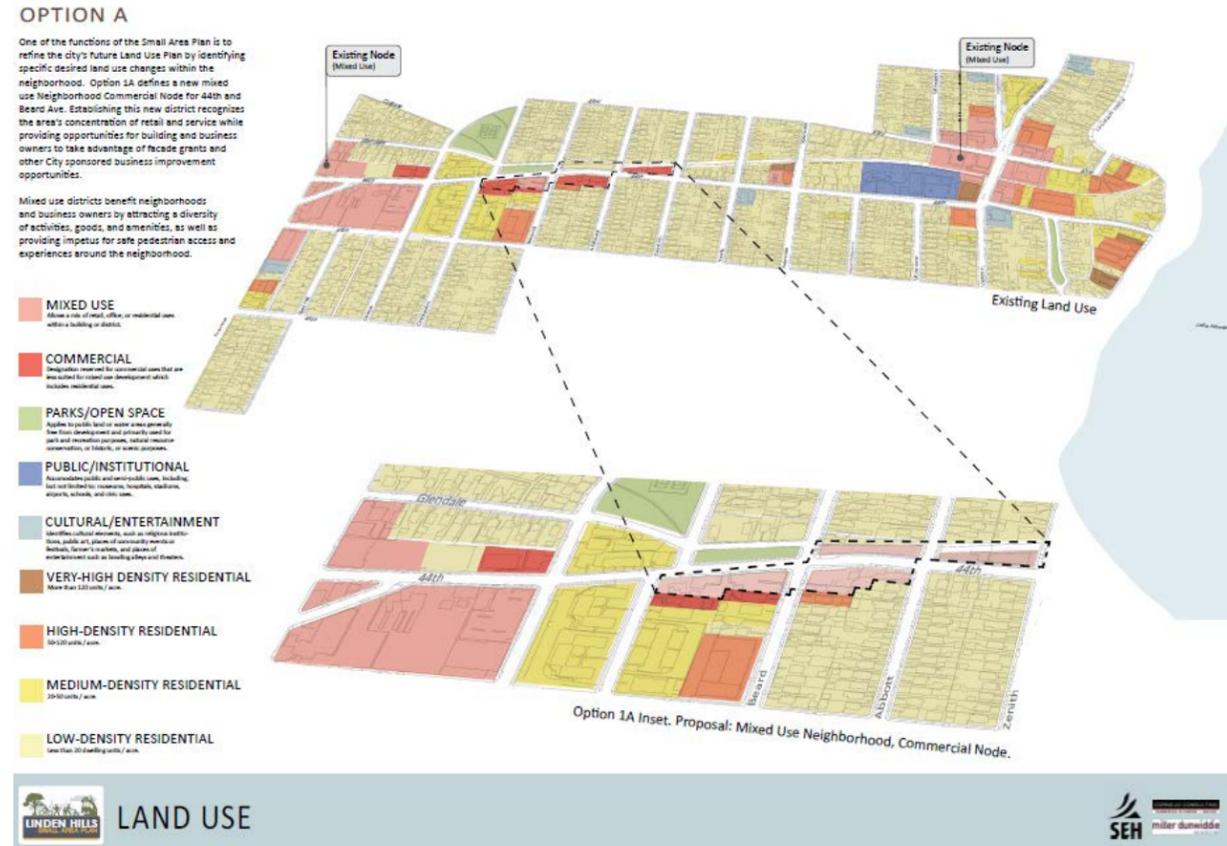
The results to each question are presented as summary of the discreet responses followed by a listing of comments that we provided with those responses. The image related to the question from the open house is included for reference.

The comments and responses have not been edited.

Questions or comments on this document should be directed to:

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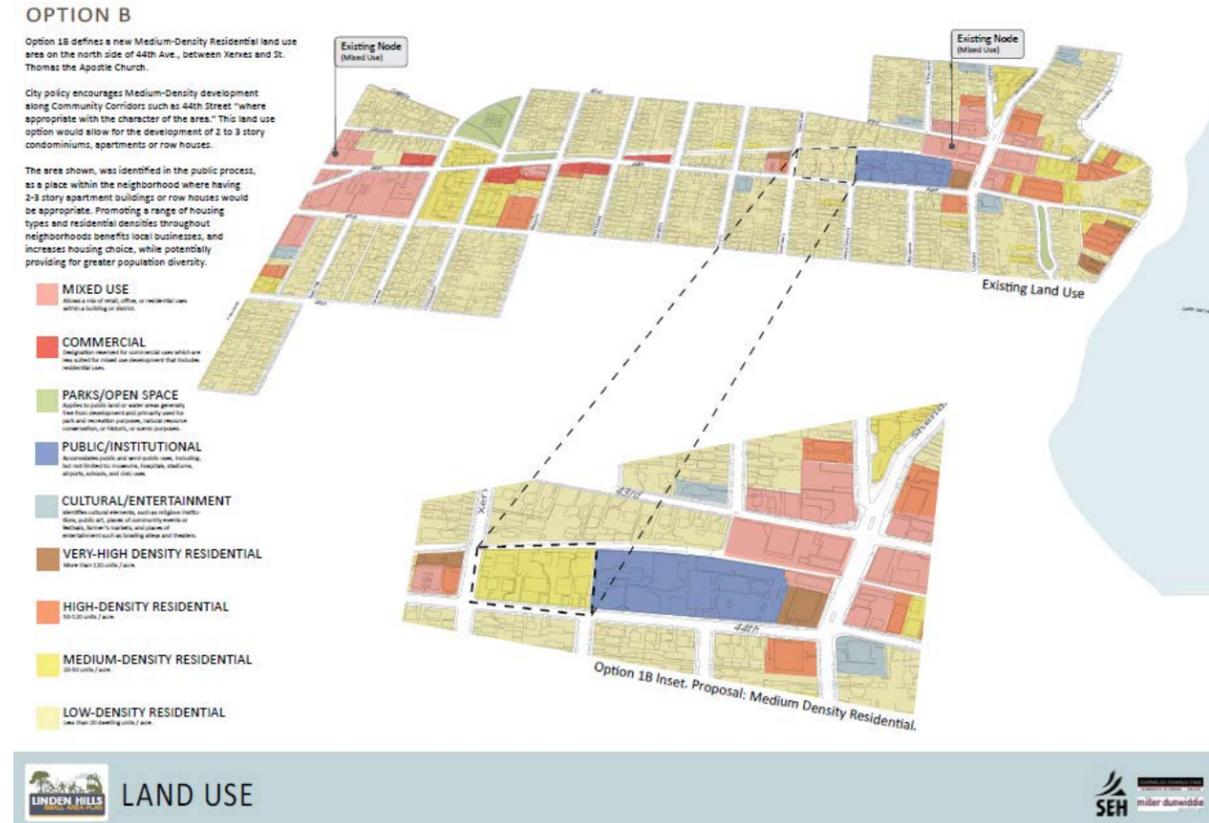
Land Use Option A



How much do you support Land Use Option A?		
Support (1) – 26 responses	Somewhat support (2) – 31 responses	Do not support (3) – 8 responses
In person Open House Green Dot(support) = 22		In person Open House Red Dot (do not support) = 19
What modifications do you recommend or comments do wish to offer regarding this proposal?		
<ul style="list-style-type: none"> It seems like some of that is happening there anyway, so why not build on it. Building height, architecture, landscape must "blend in". Underground parking & security mandate for development to occur. Use streetscaping and lighting to make this district feel more connected to other nodes. Parking also must be a consideration. I don't see any changes that focuses on more housing options. I'd want multi-modal transit options along this corridor (ex: bike lanes, circulator transit to LRT station at West Lake St). I own the home at SE corner of Abbott/44th and have been open to expansion of the Node at Beard/44th. Retain historic streetcar right of way for future extension/restoration. Allow for more residential development in general. 	<ul style="list-style-type: none"> Increase the square footage by changing surrounding zoning to allow development outwards rather than upwards. Difficult to visualize what is changing and don't have other options to compare to yet. Like - Would give the area a more vibrant feel between the two corridors. All depends on what the transportation mode would look like. We need to encourage business to come and stay in the community. adequate parking You are not explaining the difference between mixed use and commercial. What are the advantages and disadvantages of making this change? No low income housing #1 concern is the proliferation of high density, too tall structures that introduce too much traffic and related parking problems in the area! Parking & transitions must be thoughtfully considered Not in the best interest of the community to push for low income housing. I don't want to see the old trolley corridor opened up. 	<ul style="list-style-type: none"> don't turn residential into mixed use How does it change current zoning? Also, is survey going to give me alternatives, and how do I pick a favorite until seeing those as well? The neighborhood has primarily been residential. I don't support more business. There are parking concerns as well as aesthetic disruptions

• Keep as C1 - 3 Story Max		
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Land Use Option B



How much do you support Land Use Option B?		
Support (1) – 30 responses	Somewhat support (2) – 19 responses	Do not support (3) – 19 responses
In person Open House Green Dot (support) = 14		In person Open House Red Dot (do not support) = 14
What modifications do you recommend or comments do wish to offer regarding this proposal?		
<ul style="list-style-type: none"> Building ht, arch and landscape must blend in. Mandate Underground parking. Security cameras encouraged. A & B together are not inconsistent and provide the best option for real, sustainable, and appropriate growth in LH. Be cognizant of the private homes on the south side of 44th st. and strive to minimize the impact on them. If it's actually affordable for younger residents—getting started & those nearing retirement with limited incomes. I like the way the smaller, high density units work with the neighborhood that exist today, however, as well. Allow condos by 43/Upton: E (some exist but more potential), W (just past library), N (Sheridan and 42nd +) & S (Upton and just past 44th) Add more transit on 44th to serve the housing 	<ul style="list-style-type: none"> I guess I can see replacing some of the apartments there, but I'd hate to lose any of the historic houses. Perfect place to expand the commercial node – not residential As long as the structures fit into the style and character of the neighborhood If you are looking to focus on senior housing (as mentioned in plan) it may have to be higher density than medium. Would create opportunity for more modest density housing to allow empty nesters to stay in neighborhood with appropriate transitions That sector already houses two-to-three level, multi unit housing. Building beyond the scale of what is in the area now is not desirable. Medium Density is fine, but do not set arbitrary height limits. Height is not the problem, it's mass and form. Ground floor matters most! only w/ context appropriate 4ldg.. mass & density Prefer medium density upscale condos. This proposal is appears to be intended to legitimize existing non-conforming uses. 	<ul style="list-style-type: none"> Doesn't do much for me. No low income housing leave as residential I prefer no dense residential, it alters the community/neighborhood particularly when it comes at the expense of single family homes same comments as before Traffic congestion and parking concerns There is no need to bring in more business to our residential area

<p>if you put it in, this area is very congested already</p> <ul style="list-style-type: none">• I would be opposed to this option if it meant that all units would have garage-s that exit through the 'alley' or trolley-way.		
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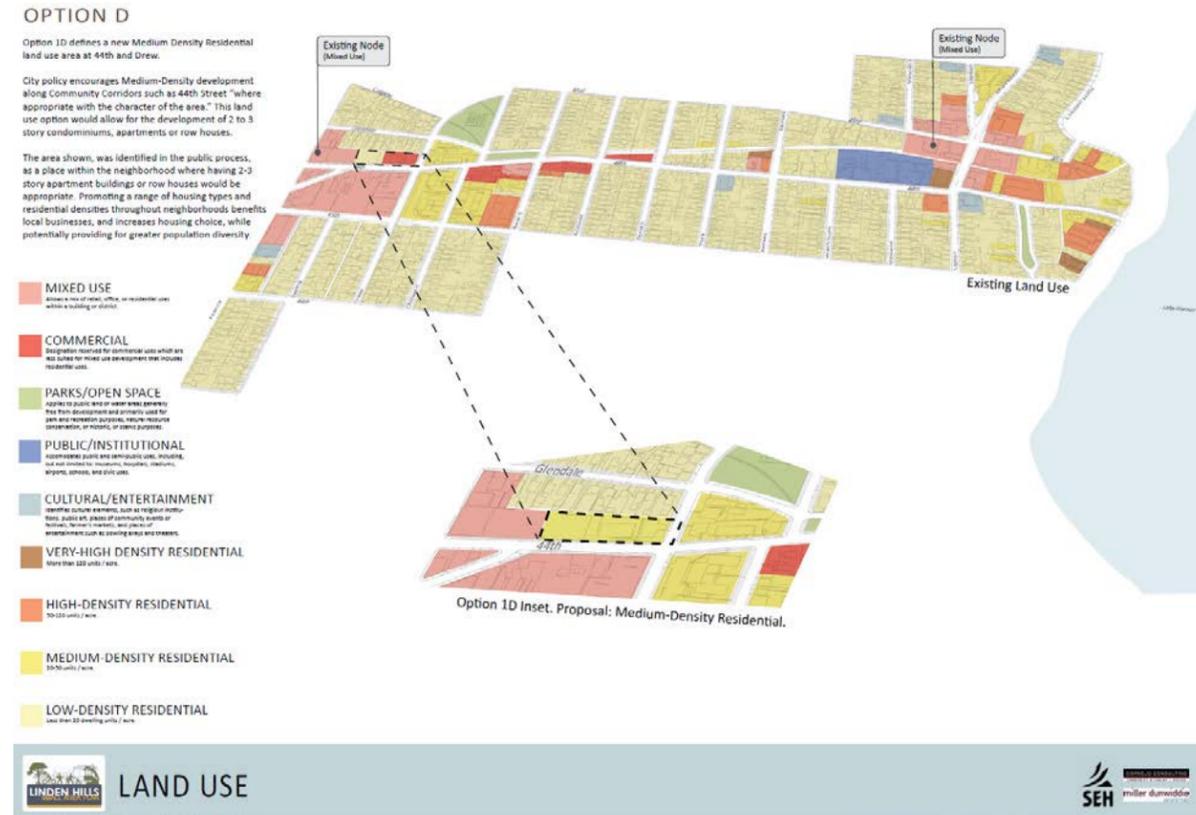
Land Use Option C



How much do you support Land Use Option C?		
Support (1) – 17 responses	Somewhat support (2) – 25 responses	Do not support (3) – 25 responses
In person Open House Green Dot =23		In person Open House Red Dot = 26
What modifications do you recommend or comments do wish to offer regarding this proposal?		
<ul style="list-style-type: none"> Wow-bold initiative. Would really give the area a different look. Would scale back a little. Transportation would be key to making this work. I support but caution mixed use needs thorough to be economically viable. Build it and they will come will not work. support mixed use zoning in the neighborhood Again, I own the house at SE corner of Abbott & 44th and support this vision. Mixed-use is a good designation. Focus on new residential to support existing businesses. Don't set arbitrary limits on height. What about parking/traffic? I would also like to include 4325 xerxes ave so as mixed use. I is directly across alley from new designation. 	<ul style="list-style-type: none"> I like the mixed use plan but think it should allow for new development that reflects the character and small scale of the neighborhood. The additional businesses may be great for many, but I feel it would put an undue burden on the owners of the residential properties. fearful of making 44th a busy street with too much business, traffic/clogging/people changes the vibe of the area. have enough retail now. It is unclear to me why the west edge of 44th/York is 'exempted' from mixed use. This is the opposite side from quaker church. Can this be controlled? traffic issues a problem? with appropriate transitions traffic congestion and modify roads and traffic control for access to this area. esp. troublesome in the 44th-46th Streets on France Avenue. This area needs more transit if you add more population density, especially to downtown during rush hour and to the U of M I cautiously support this use. Expansion beyond the level that can be accommodated for traffic & parking is a great concern. More mixed use that the neighborhood can support. 	<ul style="list-style-type: none"> I don't want to change the homes to businesses, even if the buildings are the same. The commercial districts should be connected - far too much talk of "downtown" Linden Hills versus the other business areas currently! Do not fully understand this proposal This seems like hoping for gradual (and nearly invisible) change and isn't actually going to promote smart growth in LH. horrible 44th is still a residential street this will overdevelop it, ridiculous overreaching I live on 44th between york and zenith. Very strong community of neighbors on all sides. No street parking on 1 side is bad for a business. restaurants prohibited? I do not support more business in our residential area. There is already enough a comprehensive traffic generation & parking study will be required, site & corridor transitions must be defined w/ in the SAP document, Not supportive of limiting the use of this commercial space. If

		it's going to be commercial let it be available for all types of businesses
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Land Use Option D



How much do you support Land Use Option D?		
Support (1) – 26 responses	Somewhat support (2) – 25 responses	Do not support (3) – 25 responses
In person Open House Green Dot = 19		In person Open House Red Dot = 3
What modifications do you recommend or comments do wish to offer regarding this proposal?		
<ul style="list-style-type: none"> • Yep, totally fine with that. • allow this in other areas in Linden Hills, too. Need more condo options. Surrounding 43 & Upton would be a perfect area to encourage this. • The Kindercare & public housing aren't the first candidates at that end of 44th that come to mind as warranting redevelopment. • Keep at 2-3 Story 	<ul style="list-style-type: none"> • Near transit - this makes sense. • Would this be government subsidized housing, similar to the row houses already existing in that area? • Daycare (itself a valuable amenity) seems likely to stay. This is fine, but not enough to encourage smart & sustainable growth in LH. • High density as France Ave is a major transit route • I like the idea of rowhouses • Should be low density.. • I have a STRONG desire to maintain MHA housing within this parcel. If this housing were to someday be more dense, that would work. • TRAFFIC CONCERNS with increased density • Those uses are practiced on site now. Any greater density and use is not favored. • increase density=increase traffic. What are your ideas about this? 	<ul style="list-style-type: none"> • As a resident on Drew Ave near 46th street I am concerned about even more increased use of this block as a through-street instead of France • Status quo... • Given the location, this property would be better suited for mixed use. • No low income housing • would rather have commercial as its already commercial area. dont need new residents in condo/apts, let them go to uptown and leave LH alone • what are other options? • This area already is heavily commercial - the mixed-use designation of property to the South is inaccurate.

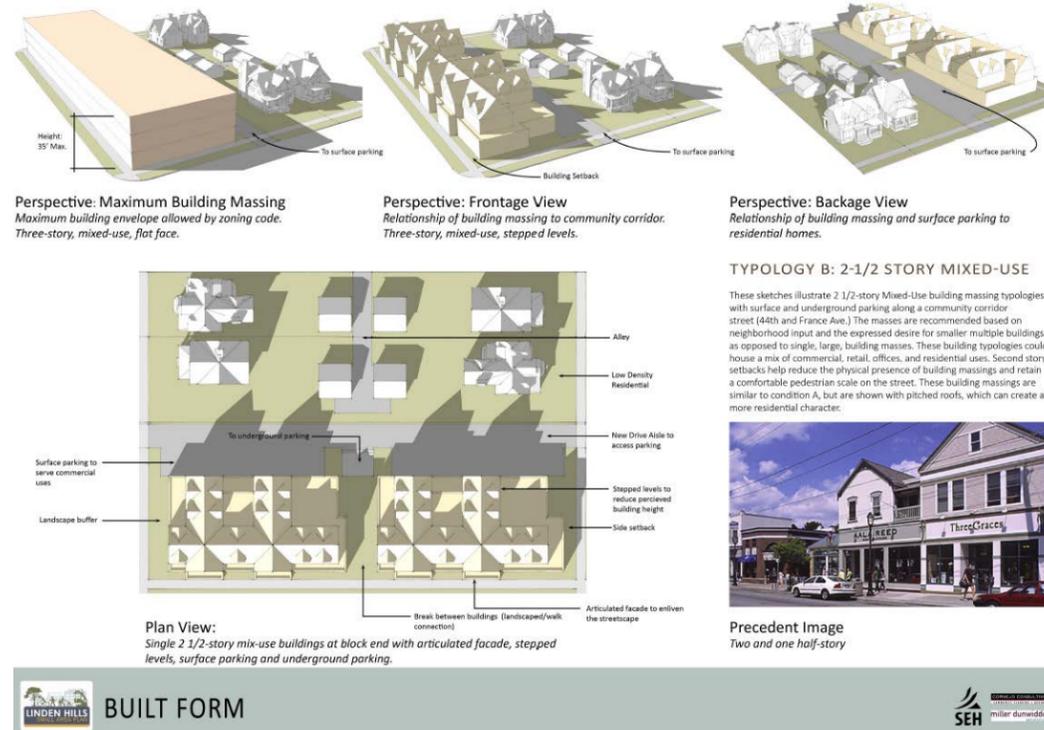
**Built Form/Building Design:
Typology A - 3 story mixed use**



How well does this Built Form Option address concerns regarding the size (massing, scale, height) of new buildings?		
Support (1) – 24 responses	Somewhat support (2) – 26 responses	Do not support (3) – 17 responses
In person Open House Green Dot = 27		In person Open House Red Dot = 21
What would you change to make this type of building fit better into the neighborhood?		
<ul style="list-style-type: none"> Materials are obviously an important part of this too. It's important to maintain the charm of the neighborhood with the style of architecture if building at this scale. acceptable, but not first choice----top floor setbacks very helpful Stepped back is key. I do not have concerns regarding size at the locations discussed. Focus more on form and less on height limits. Make sure buildings have active ground floor presence. No blank walls! More windows and doors! 	<ul style="list-style-type: none"> 2 story would be better. The buildings still look like they “tower over” the residential homes. If done archetectually to fit the period of the buildings and homes in the area, it COULD work... The “Precedent Image” is my 1st choice for development use. Add as much green space and trees as possible to soften all the hard surfaces/concrete/etc and to cool the area in the summer. massing and scaling ok, design out of context for the area Lower scale against the alley. This drawing does not reflect typical conditions in linden hills. The lots run perpendicular to the alley! I think 4-5 stories would be better in the long run -- cheaper per unit to build – cheaper oer unit to maintain I remain suspicious about designs that are characterized as limited to three levels when four have been visible in some developers plans! I like the smaller scale feel but putting these types of buildings on 44th brings in more vehicles. Our streets will be too busy won't they? To make it density efficient I would allow taller structures. Requirement for underground parking make cost of new construction 	<ul style="list-style-type: none"> Do you really think that anyone in this neighborhood would go for anything other than #3? All are cookie cutters designs. Not allow them first story too tall, too tall for height of 3 stories in linden hills, where is option to roll back codes to less than presently exists larger buffer zones on back and sides, no balconies on back or sides of buildings that may overlook single family homes. This looks too big no appropriate transition to s/f homes reduce height, mass, density, 9provide transitions,fewer units! How tall are houses? Same height as building? They look much shorter in image. These are too large. Buildings should be along the lines of these located in the commercial area at 43rd and Upton in terms of look and size Any new construction dramatically decreases the aesthetic appeal of the neighborhood, particularly non residential construction

	prohibitive relative to the number of units.	
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**Built Form/Building Design:
Typology B- 2 ½ story mixed use**



How well does this Built Form Option address concerns regarding the size (massing, scale, height) of new buildings?		
Support (1) – 32 responses	Somewhat support (2) – 16 responses	Do not support (3) – 17 responses
In person Open House Green Dot = 30		In person Open House Red Dot = 13
What would you change to make this type of building fit better into the neighborhood?		
<ul style="list-style-type: none"> • Very cute! • Much better • Probably the best fit for the neighborhood • This style of construction blends well with the existing area but may limit new development. • Excellent choice • I like the pitched roofs- feels more neighborly. Would pitched roofs work better for solar panels? Would love to see energy efficiency • This seems more fitting in scale next to houses, than the previous example. But the previous example was nice, too. • More fitting with the area character and current designs / usage. 	<ul style="list-style-type: none"> • I prefer A. I don't think we need to dictate design to the roof-pitch level & 2.5 stories may be awkward/unworkable for some desirable uses. • 2.5story much more appropriate than 3, consider underground parking,&no balconies on front or sides that may look over single family homes. • better than the first option • I I like the amount of surface parking • Concept for rooflines, articulated facades represents today's architectural fads and may not be viable in 20 years.. 	<ul style="list-style-type: none"> • Only work with front porches on EVERY building. • Difficult to have mix use in 2 story buildings • -- the present two story commercial buildings were built 100 years ago – the area has grown -- to conserve we need taller buildings • setbacks should be greater/11ldg.. depth reduced, more rear yard • still too massive,? Height, parking bunker too heigh above grade,, • Again, how to compare unless all option are presented side-by-side? This survey format is not acceptable. Thank you! • looks like a subdivision in the ex-urbs. Each house should have individual character, different size, shape, etc. even if they are connected • Don't build non-residential. We have enough business • I don't like the look of these. • still too massive & intrusive • Not enough density

**Built Form/Building Design:
Typology C- 4 Story Mixed Used**



How well does this Built Form Option address concerns regarding the size (massing, scale, height) of new buildings?		
Support (1) – 4 responses	Somewhat support (2) – 15 responses	Do not support (3) – 48 responses
In person Open House Green Dot = 6		In person Open House Red Dot = 37
What would you change to make this type of building fit better into the neighborhood?		
<ul style="list-style-type: none"> • More density to match goals of city of mpls. Solves housing problems for empty nesters/professionals who don't want to own • What time of day are your shadow studies? 	<ul style="list-style-type: none"> • Starting to get a little big here..might overwhelm existing structures. • May the trend for hang-on metal balconies die soon. While this may be executed well, further setbacks up top and roof variation a plus. • 4 stories seems too big for scale of neighborhood • make the 12ncongruen and multi units buildings taller – to conserve energy • No blank walls. More windows and doors. Street entrances require to ground level residential units. Activate the street! • Allow taller structures to maximize density 	<ul style="list-style-type: none"> • Jesus this is ridiculous. How to make it better? Reduce a story and actually have some design aesthetic. Please fire this architect. • Works, but you'll never get it past the other residents. • This option is awful. My family will not support this type of development. • This height and mass of development is not in character with the surrounding neighborhood. • set it back from the street and include landscaping in front....reduce to 3 stories • Stepped back is better look. • This feels/looks like 50th and France, which is not a desirable look or feel for Linden Hills. • Too big • This looks 12ncongruen 12ncongruen in mass and height. Eclipses surrounding strutures. Inappropriate. • 3-story maximum height • This is too massive • Remove one floor & step back toward alley, add roof forms to

		<p>lower scale.</p> <ul style="list-style-type: none"> • not 13ncongruen !! • 13ncongruent W/ neighborhood • same comment • way too big, this is a neighborhood. 2 story max. • Reduce the height...NO FOUR STORY BUILDINGS! Not a good transition to low density housing • Adamantly, completely opposed to massive four story structures or anything over 35 feet above grade in the area! • Not supportive of more business construction. The neighborhood has enough! • Needs to be lower and smaller overall. • 4 stories unacceptable in any configuration • these are too large for the 44th corridor. • Four stories is too tall! Side entrances to underground parking waste access provided by alley.
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**Built Form/Building Design:
Typology D- 4 story mixed use**



How well does this Built Form Option address concerns regarding the size (massing, scale, height) of new buildings?

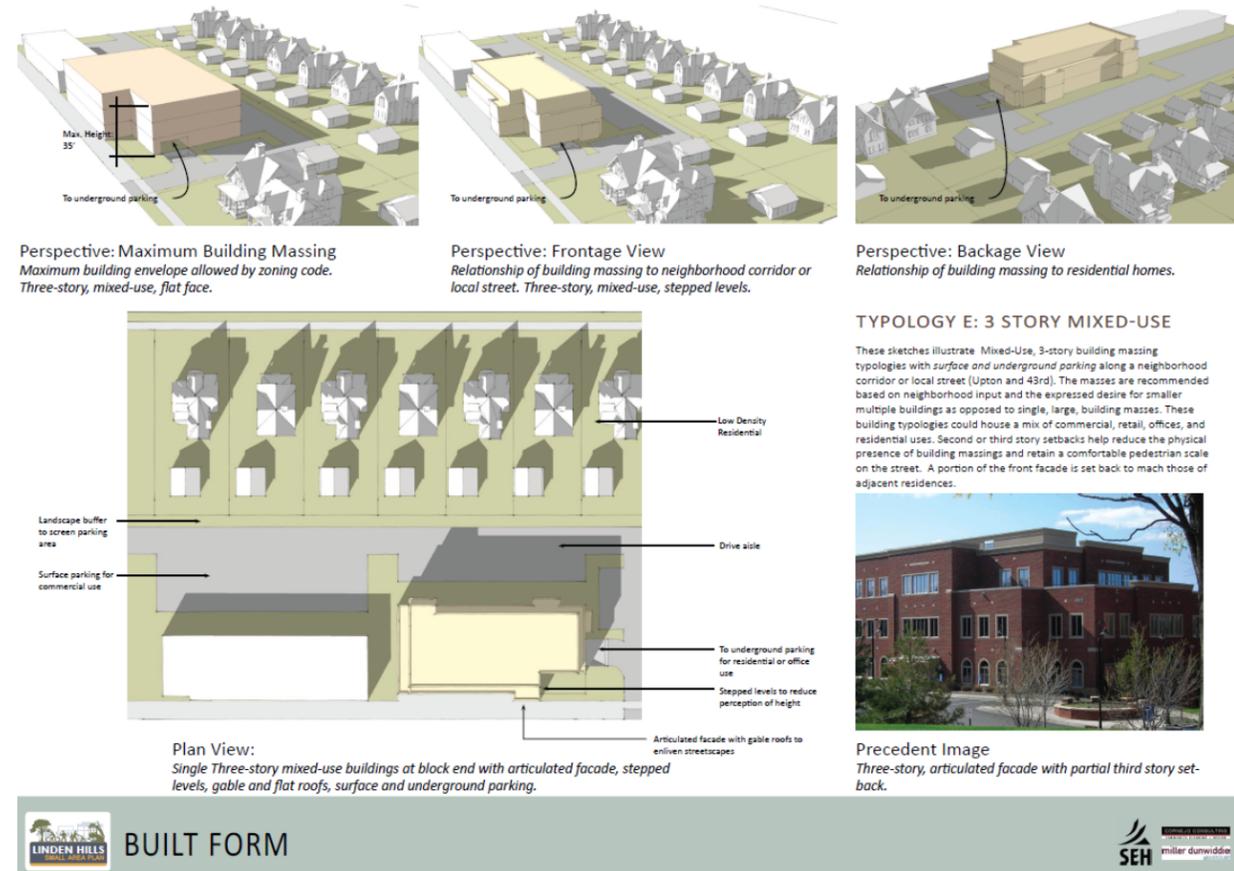
Support (1) – 6 responses	Somewhat support (2) – 20 responses	Do not support (3) – 41 responses
In person Open House Green Dot = 11		In person Open House Red Dot = 38

What would you change to make this type of building fit better into the neighborhood?

<ul style="list-style-type: none"> Roof type variation an improvement over C. Surface parking not perfectly desirable but probably a necessary economic concession. 	<ul style="list-style-type: none"> Better than option C, but might be a little overwhelming as well. The “Precendent Image” I support. Gable example not bad, still seems like there should be more gradual height change when it meets house, so not as abrupt? 3 stories or 3.5 stories instead. too high Like typology B, feels forced with the pitched roof rather than flat. Prefer Typolgy C to D. 4-stories still too tall. Marginally better than previous 4-story option, as surface parking reduces the shadow on houses across the alley. 	<ul style="list-style-type: none"> God awful. How to make it better? Just remove this option. Too big. Too ugly. Save this for Woodbury or Maple Grove. I absolutely don’t want to go over 3 stories. Really? An alley AND a parking lot?!? Some street parking is consistent. Flat face and full envelope would overwhelm area. Could work with stepped levels and setbacks. 2-3 stories and set back from sidewalk with more landscaping Too tall does not fit at all too high! Improved over previous 4 story proposal, but still eclipses surrounding structures, too big/tall. Also no balconies on back or sides. Roof types are better than condition C, but 4 stories is too large – 3-story maximum height. 4 stories is just too tall Remove one to two floors, add roof forms to relate to residential commercial 1st fl. Plus 1.5 story res. Total 2.5 floors ,, 14ldg..
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		<p>depth half the depth of lot =[127.5 /2=63.75']..remaining 63.75ft. is parki</p> <ul style="list-style-type: none"> • same as above comments,HOWEVER worse due too traffic increase & parking.. • All of these depend on the site and setting. More density needed... where to put it? Also, upzone bordering 1-family homes to 2-3 family. • way too big, and looks too sterile. Each unit needs individual character and historic charm. 2 story max • Reduce the height, again four story buildings are too tall, too much density for the area. Traffic and huge parking concerns. • As stated, 100% opposed to four story or greater structures and any zoning changes that would allow it in our primarily residential area. • Don't ruin the neighborhood just to sell out to big business! • Needs to be lower and smaller overall. • spatial separation slightly better, density & massing too great • 4stories are too dense for 44th. I do like that the parking doesn't use the alley for the residential homes.
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**Built Form/Building Design:
Typology E- 3 story mixed use**



How well does this Built Form Option address concerns regarding the size (massing, scale, height) of new buildings?		
Support (1) – 7 responses	Somewhat support (2) – 22 responses	Do not support (3) – 37 responses
In person Open House Green Dot = 18		In person Open House Red Dot = 6
What would you change to make this type of building fit better into the neighborhood?		
<ul style="list-style-type: none"> Stepped levels and required setbacks help blend with area. 	<ul style="list-style-type: none"> Still too blocky. Why are the garages NOT attached? Still would prefer 2 to 2.5 story Like – this can work if the designs match the period of the other buildings and/or homes in the area. Must not allow max. 16ldg.. massing- this would be ugly! Good design would ease the impact of this large building. This has more green space/parking, but flat face too plain? better, if you make it look like an old school or something. Needs historic charm Move it away from low density housing Better than any 4-level structures, but the form and mass are still too great and ugly as sin. No comment on the building. Screen the surface parking better or just have less of it in general. Taller structure 	<ul style="list-style-type: none"> No character to this thing. One giant blob of a monstrosity. I don't support this imagery. Are you really trying to lower the property values of single family residences? Too boxing more of an office building the picture looks so very institutional...we have enough of those unattractive condo buildings in our area already boring too industrial Needs green space buffer between parking & residences, roof forms on top floor to reduce scale. needs to be taller too much going on W/ mixed uses not sensitive to S/F density..too high,too dense, too much bulk, depends on site. See prior comments. Please don't allow more businesses to ruin the quaint neighborhood maybe it is the choice of a hospital-looking precedent that is

		unappealing! Like underground parking. Like 4 story height.
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Cultural Resources



Do you support further study to determine whether the 43 rd and Upton area should be designated as a Historic District or Conservation District?		
Support (1) – 35 responses	Somewhat support (2) – 14 responses	Do not support (3) – 20 responses
<p>In person Open House</p> <ul style="list-style-type: none"> Option A Green Dot = 23 Option B Green Dot = 17 		<p>In person Open House</p> <ul style="list-style-type: none"> Option A Red Dot = 4 Option B Red Dot = 0
Comments		
<ul style="list-style-type: none"> YES - If this area is to separate it from other neighborhoods in the city and elsewhere, this NEEDS to happen! Yes, but set a limit on what to allocate for this and don't go over. fully support historical look and size materials used to assure development matches the existing neighborhood, stucco, brick, wood, vs vinyl siding I think this is a wonderful idea. We have so many wonderful buildings that we could maintain as well as enhance protect older buildings and prevent modern monstrosities from being built 	<ul style="list-style-type: none"> I am not sure what historic district means I think the idea as long as it doesn't limit our options. Just because things are old does not mean they are historically significant. Don't use that approach to engineer development in the area. 	<ul style="list-style-type: none"> None of these building have ANY cultural or historical significance. If individually designated buildings are protected (as option B implies) no further study: too much newer junk already for district status. If the older buildings had more character, this would be a good approach. More concerned about tear downs of old bungalows with cheap ugly housing Why give tax credits for businesses? This is a residential neighborhood

Trolley Circulator

TROLLEY ALTERNATIVES



As a former streetcar neighborhood, Linden Hills retains some of its streetcar right of way and much of its scale and charm.

Reintroducing a modern trolley or circulator service could provide a convenient and environmentally sensitive transportation alternative. The trolley could strengthen connections between the commercial nodes as well as to nearby Lake Harriet park and 50th and France business district.

OPTION A

Condition "A" provides trolley service along neighborhoods primary corridors.

OPTION B

Condition "B" provides trolley service within much of the former street car right of way.



MULTIMODAL TRANSPORTATION

Do you support a trolley circulator operating within the neighborhood?		
Support (1) – 35 responses	Somewhat support (2) – 10 responses	Do not support (3) – 23 responses
Which do you prefer?		
<ul style="list-style-type: none"> Option A (44th): 21 Option B (Trolley ROW) : 13 No response: 1 	<ul style="list-style-type: none"> Option A: 4 Option B: 4 No response: 1 	<ul style="list-style-type: none"> Option A: 8 Option B: 6 No response: 9
In person Open House <ul style="list-style-type: none"> Green Dot for Option A = 10 Green Dot for Option B = 1 		In person Open House <ul style="list-style-type: none"> Green Dot for Option A = 11 Green Dot for Option B = 19
Are there other trolley route options that should be considered?		
<ul style="list-style-type: none"> Finally! Actually prefer a combination of both-Like the old corridor and the north/south connection on the west end. THIS HAS TO HAPPEN FO SUCCESS.. Extend it to go into uptown at least to Lakewood 19emetery To fully get behind this, I would need to see the dollars involved. Cost to get going, rates to ride. Tax burden of self sustaining? We like it going to 50th and France. trolley route should tie in with existing transit and should help people commute to and from work more efficiently 		<ul style="list-style-type: none"> Too expensive and we have more important issues to address. Lower property taxes! We already have city buses. It seems simpler to bring back the original routes that traversed Linden Hills, or expand on the current route. No! no, this is a waste of money. Prefer bike lanes for people to get around the area, this just causes issues where there are none now... I'd love this if it weren't my tax dollars; otherwise seems indulgent. Prefer neither. The area does not need it, can't afford it, don't want it. There is NO NEED for a disruptive trolley in the neighborhood.

<ul style="list-style-type: none"> • Option B is very appealing if you could also allow access to garages, a bike and walking lane through the alley. • Either one is great, as long as we can get a trolley! That would rule! 		<ul style="list-style-type: none"> • Not supportive if not self supporting • The trolley right of way was appropriated in the 1980's - it is gone. ALLOW NO MOTORIZED VEHICLES (TROLLIES OR CARS) ON THIS RIGHT OF WAY. • a trolley circulator needs to incorporate more area • Extend existing streetcar in ROW. Connect to Uptown Transit Center and France Avenue. Destinations beyond that served by other modes
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Transportation – Cycling Alternatives

CYCLING ALTERNATIVES



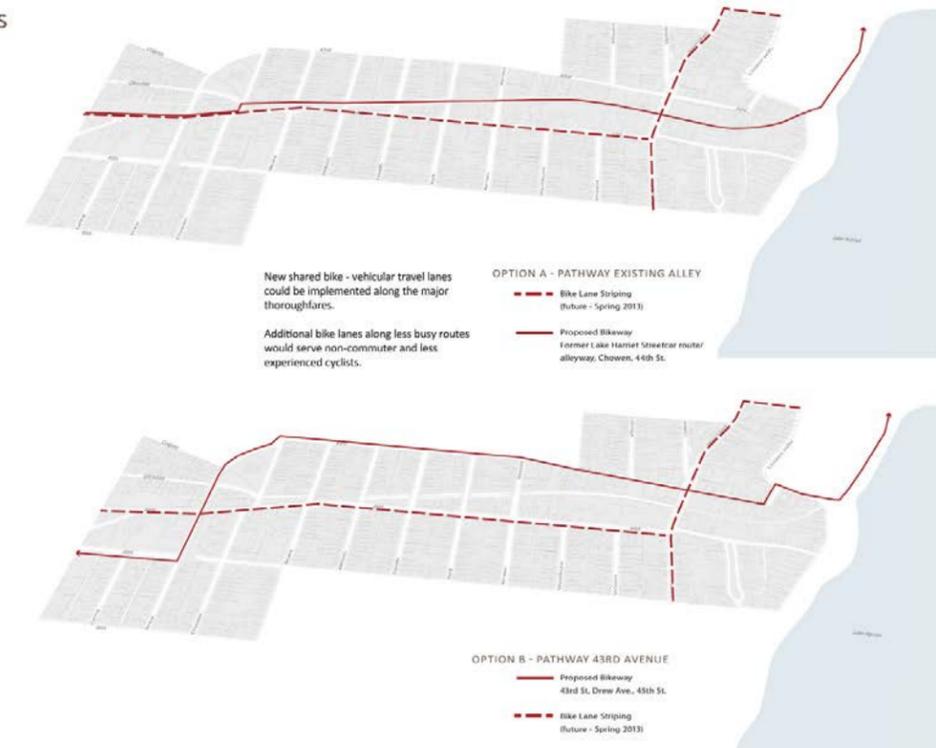
Improving cycling facilities throughout the neighborhood for riders of varying levels of ability can provide a variety of benefits: promote healthy, active living; improve access and mobility for non-motorists; reduce carbon footprint; reduce parking demand and traffic congestion.

OPTION A

Condition "A" proposes a multi-use pathway along the former Lake Harriet streetcar route, which is currently an alleyway. Also included is bike lane striping on 44th Ave as well as Sheridan Ave. This option would require close cooperation with property owners.

OPTION B

Condition "B" proposes a multi-use pathway along 43rd Ave with additional bike lane striping on 44th Ave as well as Sheridan Ave.



Do you support introduction of additional bike lanes?		
Support (1) – 44 responses	Somewhat support (2) – 15 responses	Do not support (3) – 11 responses
Which do you prefer?		
<ul style="list-style-type: none"> Option A: 22 Option B: 20 No response: 2 	<ul style="list-style-type: none"> Option A: 6 Option B: 4 No response: 5 	<ul style="list-style-type: none"> Option A: 2 Option B: 1 No response: 8
In person Open House <ul style="list-style-type: none"> Green Dot for Option A = 12 Green Dot for Option B = 4 		In person Open House <ul style="list-style-type: none"> Red Dot for Option A = 4 Red Dot for Option B = 4
Are there other types of bike facilities or bike issues you would like to see included or addressed in the Small Area Plan?		
<ul style="list-style-type: none"> I would like to see bike garages or safe lockers so folks can commute to work in LH. I like to keep bikes off the roads if possible. Glad we have NiceRide now. A public repair spot (Health Partners has these up on various metro trails) would be great too. Permanently installed hand pumps might be a good idea. need to consider intersections, more bikeways always a good thing Love the nice ride station! Maybe partner with the gas station on sunnyside and France or tommy cyclery to have a bike repair station. Note: vehicular traffic is one-way on that part 	<ul style="list-style-type: none"> I don not care about bikes, but do want them away from cars why in either option do we add TWO nearly parallel bike lanes? Why not one? I think both would work fine. Map incorrectly shows Option B on 43rd St, not trolley right of way, which is only partially used as alley. No 43rd Ave in Linden Hills. 	<ul style="list-style-type: none"> Very dangerous on 2 lane roads. Traffic is already an issue Witt taking up more space for bikes Why not fix the roads for cars instead? Not supportive of opening up closed ally way. Bike lanes are not needed in Linden hills. Waste of resources Prefer neither. Cars, walkers, runners, trolleys, bikers, strollers, etc. all sharing limited, crowded space do not mix well!

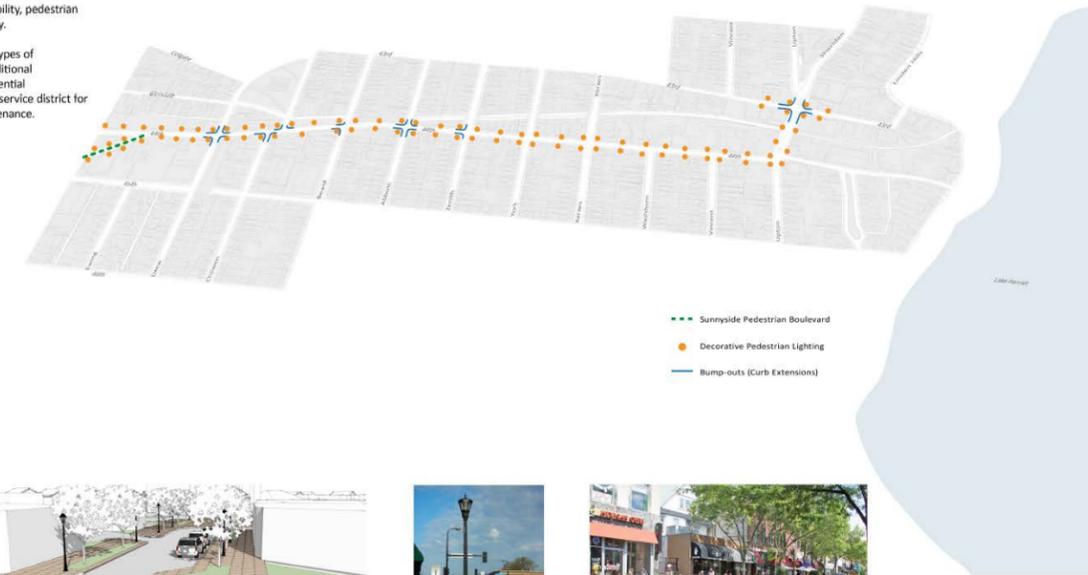
<p>of Queen, and entering onto North/South streets mid-block is dangerous!</p> <ul style="list-style-type: none">• I think Opt A will have a problem with right-of-way (culturally if not legally) between cars and bikes with so many bike path intersections• Strongly support more bike facilities, but not in streetcar ROW. Prefer to see streetcar extended. Bikes by businesses, not hidden in back		
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Walkability and the Public Realm

WALKABILITY & THE PUBLIC REALM

Enhancing the functionality and attractiveness of the public realm has positive impacts on walkability, pedestrian safety and business activity.

Implementation of these types of enhancements require additional engineering study and potential establishment of a special service district for attending to proper maintenance.



Sunnyside pedestrian boulevard with bump outs and parallel parking. Bump-outs, or curb extensions, can reduce street crossing time and distance for pedestrians, while adding space for raingardens and bioswales.



Typical city light fixture. Neighborhood lighting enhances visibility and safety for pedestrians.



Bump-outs (curb extensions) shorten crossing distances and can add space for outdoor seating and plantings.


MULTIMODAL TRANSPORTATION


Do you support the introduction of pedestrian scale lighting along Upton Ave., portions of 43rd St., 44th St. and Sunnyside?		
Support (1) – 58 responses	Somewhat support (2) – 8 responses	Do not support (3) – 4 responses
In person Open House Green Dot = 31		In person Open House Red dot = 3
What Modifications would you recommend to this concept?		
<ul style="list-style-type: none"> Absolutely. Lighting is critical to creating a consistent feel and inviting presence in the business nodes. and in the surrounding 3-4 blocks around the area Big-time yes! Closing Sunnyside to cars would improve ped. Experience & eliminate 2 tough intersections! Have to address access to Coop and Gardens though I support bumpouts and painted pedestrian crossings I'd remove 43rd St as a priority and do the rest, first. ☺ I'm glad the Sunnyside area is being addressed since it's not very ped-friendly at the moment. Love this. 	<ul style="list-style-type: none"> Put lighting on PATH right of way vice 44th Street. The pedestrian walkway should parallel the streetcar route. That needs to be the major focus here... Use down-facing cones to eliminate "light pollution" in the sky, yet allow for ease of nighttime walking. 	<ul style="list-style-type: none"> Put lighting on PATH right of way vice 44th Street. The pedestrian walkway should parallel the streetcar route. That needs to be the major focus here... Use down-facing cones to eliminate "light pollution" in the sky, yet allow for ease of nighttime walking.

<ul style="list-style-type: none">• make sure sidewalks are fully ADA compliant, sidewalks in this area often aren't, which puts wheel chairs in the street.• Signs at every intersection to let motorists know that pedestrians have the right-of-way. Whatever it takes to slow down the cars on 44th• Sunnyside is a mess. The intersection of Sunnyside and 44th is super dangerous. Close Sunnyside to car traffic between 44th and France.• The current lighting in the neighborhood does not work. During my daily 5:00 am walks in the winter, the street lights are not on• Yes! Reduce crime and feel safer		
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Parking

PARKING

44TH AND FRANCE



• Off Street Parking Numbers at Location: 207 Total Off Street Parking Spaces
On Street Parking Locations: 129 Total On Street Parking Spaces

44TH AND BEARD



• Off Street Parking Numbers at Location: 25 Total Off Street Parking Spaces
On Street Parking Locations: 42 Total On Street Parking Spaces

44TH AND UPTON



• Off Street Parking Numbers at Location: 302 Total Off Street Parking Spaces
On Street Parking Locations: 83 Total On Street Parking Spaces

SURFACE PARKING PRECEDENTS



These precedent images illustrate surface parking lots with screening, and streetscape beautification. Environmental and urban design enhancements can be made to existing parking facilities, contributing to the character of the neighborhood while reducing the impact of human land use.

Parking within the neighborhood's business nodes has long been a topic of interest and concern for business owners and residents.

- Current parking policies encourage:**
- New increases in parking supply be associated with redevelopment projects (supplying their own parking on site)
 - Try to minimize the demand for parking by encouraging alternatives to driving (bikes, walking, transit)
 - Use of existing parking facilities by multiple businesses, typically through private agreements

The pros and cons of introducing structured parking (multi-level deck or underground garage) in conjunction with redevelopment have been discussed during previous public input sessions. Typically, these facilities cost up to \$30,000 per structured parking space as compared to \$5,000 per for surface parking spaces.

Current parking practices and requirements are guided by the Linden Hills Overlay Zoning District which requires increased parking requirements for restaurants and provides for leasing of parking spaces off site in nearby parking lots.

Moving forward, it will be important to focus on the managing and configuring of existing parking resources to achieve their maximum potential while also seeking opportunities for expanding car share, bike rental and neighborhood circulator service.

STRUCTURED PARKING PRECEDENTS



Contextual design strategies can be used to integrate parking structures into the existing urban fabric. **Do you think these options are appropriate for Linden Hills?**

MULTIMODAL TRANSPORTATION

Do you think including above ground parking garages as a part of new building projects is appropriate in the neighborhood commercial nodes?		
Support (1) – 11 responses	Somewhat support (2) – 19 responses	Do not support (3) – 41 responses
In person Open House Green Dot = 21		In person Open House Red Dot = 14
Are you supportive of the policy to manage and reconfigure existing parking facilities, wherever possible, to maximize the number of available spaces?		
Support (1) – 38 responses	Somewhat support (2) – 28 responses	Do not support (3) – 5 responses
Do you support the introduction of urban design and green infrastructure features such as decorative railings, wayfinding signs, permeable paving and rain gardens into parking facilities?		
Support (1) – 52 responses	Somewhat support (2) – 24 responses	Do not support (3) – 7 responses
Do you have other suggestions for improving parking facilities within the neighborhood commercial nodes?		
<ul style="list-style-type: none"> • New buildings, especially large ones should have the parking underground. • Above ground garages has to be aesthetically managed very carefully. Very hard to hide (50th & France does ok) and very hard to locate in LH • Any parking enhancements should include decorative elements to help conceal vehicles and blend with the neighborhood character. • A structure like 50th and France has would be good. Consider area of part St Thomas and part Settergrens lot. 2 levels of entry. • This PDF- no download! STRONGLY ENCOURAGE use of church pkg @ 42/Washburn for employee pkg. Business MUST enforce offsite pkg for employees • below ground parking would preserve the "small neighborhood" feel of the community. • Include underground parking in new developments. More \$ but will improve business b/c people will have a place to park. Worth it long term. • pk'g structures intagrated W/ in principle use structure. • be sensitive to neigh. context • I know we need more parking, but don't add huge parking ramps. Let's not make it easier for everyone in the city to come to LH --seriously. • Any new residential construction should be required to provide underground parking. Commercial should consider both underground and surface • add more bike racks 		

- I think the City needs to work on ways to help fund improved parking facilities.
- Keep any new parking on the edges of the east and west ends and have the streetcars take people to the middle (or bike or walk)..
- Underground parking
- I like other ways to improve transit ahead of "more parking". Like more bike routes, more circulators, etc etc.
- if the city maintained the alleys, people would be able to park in their garages and this would free up on-street parking
- Do not spend money on wasteful parking garages. Parking is a private good, not public. Focus on mode-shift to alternative transportation
- parking meters on the street
- DO NOT put up parking garages!!!
- We need more!!!!
- Again, we spend enough money, who will maintain gardens and railing?
- I especially support permeable paving and rain gardens, according to research at U of M Arboretum.
- Do not overbuild unless you have parking as part of the project
- Parking and way finding issues are functions of density problems. Increase density and you manufacture other problems. Don't do it!

COMMENTS ON BOARDS FROM OPEN HOUSE

- Need more parking for all businesses (dentist, bookstore, restaurants, library, etc.) shortage now – This received 1 Greed Dot
- Screening of multideck parking structures is imperative, screen by buildings. – This received 7 Green Dots

XERXES GATED ALLEYWAY

The alleyway between Upton and Xerxes Avenues is currently closed midway by a locked gate. This closure requires Upton and 43rd St. commercial node alleyway users to either cut through the private parking lot of Settegrin's Hardware or turn around and exit onto Upton Ave. The current use of the hardware store parking lot as a throughfare is not sustainable due to liability issues and new traffic management solutions are needed. This will require alleyway users to enter and exit from a single curb cut along Upton Avenue, potentially affecting congestion and pedestrian safety.

The alleyway to the west of the gate closure provides access to six residential properties. Opening the alleyway to business district users will likely increase traffic volumes as users exit and enter from Xerxes Ave.

OPTION A - ALLEY OPEN

This option proposes to reopen the alleyway using a suite of techniques to calm traffic behavior:

- Separate trail and alleyway facilities.
- Center and side green buffer strips.
- Rough textured paving strip at center cross access to calm traffic.
- Separate bike/pedestrian path.



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The alleyway to the west of the gate closure provides access to six residential properties. Opening the alleyway to business district users will likely increase traffic volumes as users exit and enter from Xerxes Ave.

OPTION B - ALLEY OPEN

This option proposes to reopen the alleyway using a suite of techniques to calm traffic behavior:

- 12" Alley with variable textured parking types.
- Wide green buffer planting strips.
- Raised speed humps



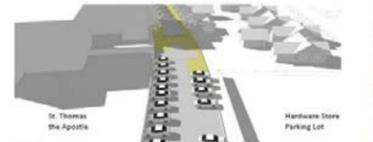
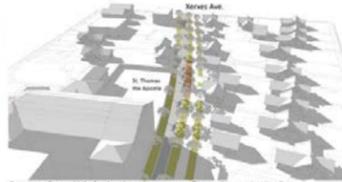
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The alleyway to the west of the gate closure provides access to six residential properties. Opening the alleyway to business district users will likely increase traffic volumes as users exit and enter from Xerxes Ave.

OPTION C - ALLEY CLOSED

In this option the alley remains closed as two separate facilities (residential and commercial). A new hammer head paved turnaround is constructed to allow commercial users to turn around and exit onto Upton Ave.



MULTIMODAL TRANSPORTATION

MULTIMODAL TRANSPORTATION

MULTIMODAL TRANSPORTATION

Which do you prefer?

<ul style="list-style-type: none"> Option A: 36 	<ul style="list-style-type: none"> Option B: 14 	<ul style="list-style-type: none"> Option C: 14
<p>In person Open House</p> <ul style="list-style-type: none"> Green Dot = 26 Red Dot = 10 	<p>In person Open House</p> <ul style="list-style-type: none"> Green Dot = 21 Red Dot = 6 Comment A: Car access through to Xerxes is not needed and should not be allowed. - Provide turnaround for bakery service vehicles. -Continue bike and walk track for remainder of alley. Comment received 11 Green dots and 6 red dots Comment B - Why is the public roadway/alley closed to the public? 	<p>In person Open House</p> <ul style="list-style-type: none"> Green Dot = 9 Red Dot = 26

Are there other options or elements you would like to see in addressing the Xerxes alleyway and parking issue?

<ul style="list-style-type: none"> A or B It is ridiculous that this was ever closed. Rough textured paving would really give it wonderful charm. The bike lane is sensible & green, still provides a buffer. More rough pavement in A would be nice. If the trolley does not run this route, it should be opened to pedestrian and vehicle paths. This needs to be opened. We support turning alleyway into bike-only path Love the idea of opening up this alleyway! large ramp facility needed in this hidden area. I do not want to see property owners, unless agreed upon, affected by opening the ally. 	<ul style="list-style-type: none"> Please open this! Why was it ever closed. Very hard for trucks and plows to get in and out 	<ul style="list-style-type: none"> The alley exit on Xerxes is too close to stop sign and light--seems a danger for accidents. Three poor options. Open alley creates a "freeway" mentality-shortcut How about indemnify Settegr. and put down thicker asphalt for traffic? Open the gate but eliminate cars from east side lot. Turn it into park land and ask the hardware store to allow pedestrian access. I would not like to see delivery trucks allowed in the alley if it is opened (don't want this). Would not want business parking in alley. This right of way was agreed to be for residential access ONLY. The gate was added solely for FIRE vehicles to exit w/o turning around.
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Are there other options or elements you would like to see in addressing the Xerxes alleyway and parking issue?

<ul style="list-style-type: none"> Do not spend anymore money on this unless it opens! 	<ul style="list-style-type: none"> More parking 	<ul style="list-style-type: none"> Create bike/ped. path through alley
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<ul style="list-style-type: none"> • Keeping it closed is a bad idea. • I'd be ashamed if 6 owners (with a current luxury of add'l privacy) can stuff the whole business district and neighborhood. Gate must go! • This needs to be opened • A way to see/predict the paths of the many pedestrians that use it regularly. • daytime parking meters 	<ul style="list-style-type: none"> • safety for pedestrians 	<ul style="list-style-type: none"> • I would like to see a bike & walking path through the alley. • Get rid of the gate. Repave what garage access requires. Convert the rest to greenspace with coordinated circulation to the east lot/park. • walk/bike path in conjunction with alley drive for residents to their garages. Low lighting and benches, bike lockers. better green scape. • The "alley" is technically a streetcar right-of-way and has never been designated as an alley. Landscape it to prohibit any vehicle access.
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Sunnyside Avenue Redesign Options

SUNNYSIDE AVENUE REDESIGN OPTIONS

Issues of pedestrian safety and vehical congestion around Sunnyside Avenue and 44th Street area were discussed during the planning workshops. Redesigning or repurposing Sunnyside Avenue between France and 44th as a one way, limited access facility could provide a variety of benefits to the neighborhood and adjacent businesses: improve safety of 44th and Sunnyside intersection with striped and signed crosswalk, create new public space, and add additional bike parking. Impacts to existing businesses would need to be further explored to ensure their operations are not disrupted or compromised.

OPTION A

Sunnyside Ave. as one way east w/ angled parking, one way in and out from to Co-op parking w/ 44th St. open to eastbound turn and pedestrian crosswalk.



OPTION B

Sunnyside as one way w/ parallel parking one side, vehicle access limited to Gas Station and Co-op entry, close 44th intersection and add small plaza and pedestrian crosswalk.



OPTION C

Sunnyside Ave as one way, shared auto, bike and pedestrian plaza, limited 1-way access into gas station site and Co-op, close 44th St. intersection and add pedestrian crosswalk.



MULTIMODAL TRANSPORTATION

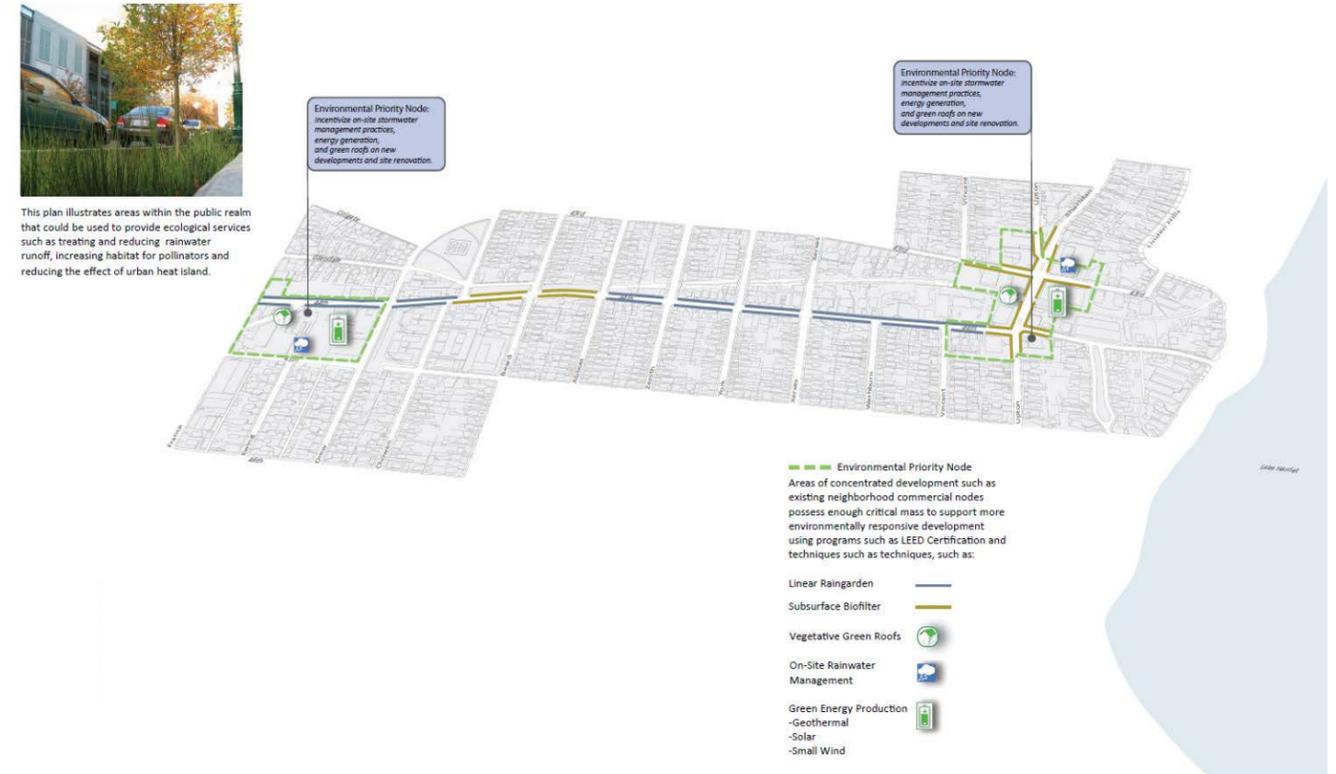


How supportive are you of redesigning Sunnyside Ave. between France Ave. and 44 St.?ou support the introduction of pedestrian scale lighting along Upton Ave., portions of 43rd St., 44th St. and Sunnyside?		
Support (1) – 33 responses	Somewhat support (2) – 23 responses	Do not support (3) – 10 responses
Which do you prefer?		
<ul style="list-style-type: none"> Option A: 13 Option B: 6 Option C: 12 No response: 2 	<ul style="list-style-type: none"> Option A: 11 Option B: 3 Option C: 7 No response: 2 	<ul style="list-style-type: none"> Option A: 3 Option B: 1 Option C: 1 No response: 5
In person Open House <ul style="list-style-type: none"> Option A = 15 Option B = 0 Option C = 4 		In person Open House <ul style="list-style-type: none"> Option A = 11 Option B = 14 Option C = 13
Do you have comments on this idea, or these concepts you wish to share?		
<ul style="list-style-type: none"> I believe the traffic needs to run one-way West. This should have been presented as an option. A or B are best. C is too closed for such a busy area. None At this point, blocking the intersection isn't necessary and would create an issue for cars traveling from west of France. I fear that closing off the area completely to traffic will divert traffic into neighnoring residential areas 	<ul style="list-style-type: none"> If done,it only works entering from 44th, not France Ave. On 45 th & Ewing, options b& c will defer more traffic into our neighborhood. 	<ul style="list-style-type: none"> needs to be addressed in context of likely future density (and traffic) on Sunnyside lot and lots to the east. options divert traffic to Drew Ave off the main corridor into residential area. NOT ENOUGH CHARACTERS ALLOWED TO SHARE CONCERNS I like having Sunnyside as a 2 way street

<ul style="list-style-type: none">• Just to work carefully with businesses. This would be a huge win!• It's really dangerous now• Sunnyside needs to be closed!, but then the buildings should be allowed to expand as well.• LOVE THE PEDESTRIAN PLAZA IDEA!!! This road could be greatly improved if it were no longer a road.• Business will be fine. Go with Option C if you need fire access, otherwise shut it down. Make it pedestrian and bike only, or even park area• Love option C. Woonerf = winning!		
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Green Infrastructure

GREEN INFRASTRUCTURE



Do you support the inclusion of policies encouraging the use of green building programs such as LEED or the MN B3 Standards for redevelopment projects within the commercial nodes?		
Support (1) – 51 responses	Somewhat support (2) – 22 responses	Do not support (3) – 6 responses
In person open house Green Dot = 14		In person open house Green Dot = 1
How important is water quality in Lake Harriet and Minnehaha Creek to you?		
Very Important – 60 responses	Somewhat Important – 10 responses	• Not important – 1 response
Do you have comments on this idea, or these concepts you wish to share?		
<ul style="list-style-type: none"> We must protect our lakes for both marine life and human use. Just don't get carried away with this. Green bld policies and stormwater management is very important. Best to include in the plans from the beginning, not as an after thought. Love this! strongly encourage but not require LEED certification may be an unnecessary expense. Also remember that nothing is greener that density in urban areas like ours. i encourage the use of green building technology, but projects do not need to be 	<ul style="list-style-type: none"> Too much power given to this. Encourage All types of business models. Manage costs. Property taxes too high Lots of other ways to manage water quality. 	

<p>LEED certified.</p> <ul style="list-style-type: none">• Sounds nice• Caution: it takes a lot of "green" (\$\$) to promote being green. Do we have that? How much? How sustainable is that investment?• Does the City have grants to help support the costs of LEED and MN B3?• why exclude residential from LEED		
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Green Infrastructure

RESIDENTIAL ALTERNATIVES

OPTION A: BUMP-OUT



SECTION: TYPICAL CURB EXTENSION / BUMP-OUT

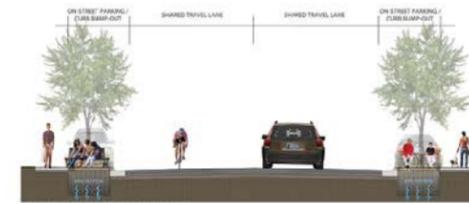
OPTION B: NO BUMP-OUT



SECTION: TYPICAL BOULEVARD RETROFIT

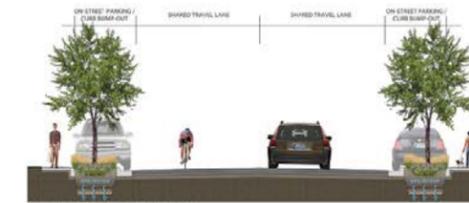
COMMERCIAL ALTERNATIVES

OPTION A: BUMP-OUT WITH PATIO



SECTION: TYPICAL CURB EXTENSION / BUMP-OUT

OPTION B: BUMP-OUT WITHOUT PATIO



SECTION: TYPICAL CURB EXTENSION / BUMP-OUT



PRECEDENTS



PRECEDENTS



PRECEDENTS



PRECEDENTS

 GREEN INFRASTRUCTURE - PROTOTYPES  

 GREEN INFRASTRUCTURE - PROTOTYPES  

Would you be interested in volunteering to help maintain neighborhood green infrastructure?		
Support (1) – 15 responses	Somewhat support (2) – 26 responses	Do not support (3) – 24 responses
Approximately how many hours a month between May and October might you be willing to volunteer?		
<ul style="list-style-type: none"> • Median = 4 hours • Avg = 5.167 • Min = 2 • Max = 20 	<ul style="list-style-type: none"> • Median = 3 hours • Avg = 3.42 • Min = 2 • Max = 8 	<ul style="list-style-type: none"> • Median = 0 hours • Avg = 0 • Min = 0 • Max = 0

Teardowns

The tear down and construction of single-family homes is NOT a formal part of the Small Area Planning process; however, we are interested in your opinion about this issue. - I am concerned that existing homes are being torn down or significantly remodeled and replaced with residences whose size and design are inconsistent with the character and scale of the neighborhood.

Strongly Agree = 28 Responses
 Agree = 20
 Not Sure = 6
 Disagree = 11
 Strongly Disagree = 6