

Appendices for

**SMALL AREA PLAN**

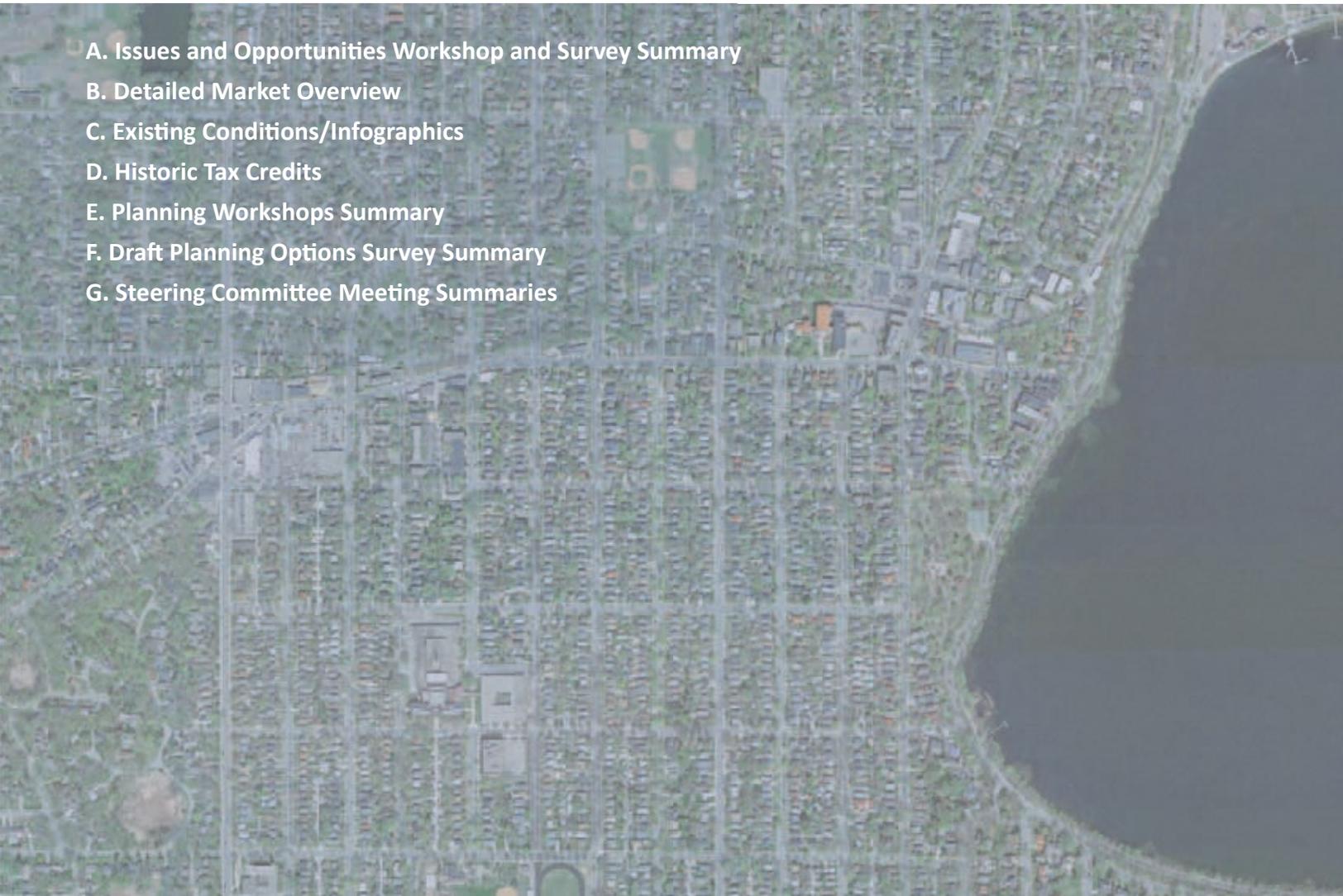
Public Review Draft 9/5/13

*Linden Hills Neighborhood*



# APPENDIX

- A. Issues and Opportunities Workshop and Survey Summary
- B. Detailed Market Overview
- C. Existing Conditions/Infographics
- D. Historic Tax Credits
- E. Planning Workshops Summary
- F. Draft Planning Options Survey Summary
- G. Steering Committee Meeting Summaries







# 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 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 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.

**Linden Hills SAP: Issues, Opportunities, and Visioning Workshop  
February 28, 2013  
Notes from 4:30 – 5:45 session at Table 3 (recorded by Ana  
Nelson/Bob Kost)**

**Issues and Opportunities**

**Mix of Business:**

- While it's great that the neighborhood is so walkable, the current mix of shops don't provide for people's daily needs. Affordable, basic groceries such as bread, milk, produce, pharmacy, post office, banking, etc. are missing and require one to drive to other parts of town.
- 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?
- 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.
- 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.
- 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.
- Could the neighborhood (LHiNC)

# 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 – 7:15 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 be 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.

## **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

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.



## Linden Hills Small Area Plan

### February, 2013 Neighborhood Issues and Opportunities Survey Result Summary

The following includes short summaries of the responses to the survey conducted in February 2013. Following many of the question summaries are additional highlighted insights gleaned through connecting the common themes in the survey responses. At the end of the document there is an overall summary of these insights. All of the survey responses can be found on the project webpage or by clicking [here](#).

**QUESTION 1:** *What three words best describe Linden Hills today?* Of the 1285 responses (3 responses per survey), a majority (83%) responded using words to describe a healthy, happy, tight-knit community. The results were mainly positive descriptors. Neighborhood (76), quaint (84) and Friendly (67) make up the top three results.

Other common responses to the question “*what three words best describe Linden Hills today?*” include:

- *Neighborhood (76)*
- *Friendly (67)*
- *Community (56)*
- *Small (56)*
- *Walkable (55)*
- *Charming (47)*
- *Family Oriented (44)*
- *Unique (30)*
- *Progressive (23)*
- *Safe (22)*
- *Thriving (22)*

**QUESTION 2:** *What three words do you want to best describe Linden Hills 20 years from now?* Of the 1236 responses, many used the same descriptors as for question 1 (Linden Hills today). Community (57),

Neighborhood (55) and Safe (55) make up the top three results. The most common additional terms used to describe Linden Hills in the future include diverse (28), sustainable (17) and affordable (21).

Other common responses to the question “*what three words do you want to describe Linden Hills 20 years from now?*” include:

- *Community (57)*
- *Neighborhood (55)*
- *Safe (55)*
- *Friendly (51)*
- *Quaint (51)*
- *Walkable (42)*
- *Vibrant (37)*
- *Charming (37)*
- *Family oriented (35)*
- *Diverse (28)*
- *Unique (26)*
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- *Affordable (21)*
- *Sustainable (17)*
- *Accessible (14)*

***Insights (Questions #1 and 2):*** *The responses to questions one and two are close mirrors of each other, which would indicate that the majority of respondents would like to retain the current essence of Linden Hills going forward for the next 20 years.*

*Analyzing these responses through a lens of all the responses to the questions reveals some differences in the responses and issues going forward. There seems to be a strong current of wanting Linden Hills to be more diverse. “Diverse” was more prevalent in responses about the future. In responses to later questions this is further expressed as both racially and ethnically, but also financially. It also comes up in comments about housing stock options.*

*“Sustainable” received several responses in describing Linden Hills in the future. There is a common thread throughout the responses about sustainability and in particular addressing green space, energy consumption/generation and alternative forms of transportation.*

**QUESTION 3:** *What do you like most about Linden Hills?* Respondents continued on the theme of tight-knit community in this category, many describing in more detail the specific terms used in the first two questions. The overall feel was one of an open minded, friendly neighborhood that can thrive thanks to local businesses that serve resident’s needs and a safe, walkable environment.

Other comments on what residents like most about Linden Hills include:

- Walkable and safe neighborhood.

- A friendly small town feel, with local businesses in a big urban city.
- Very family friendly amenities including parks, lakefront, high quality schools and the downtown village.
- Open minded, liberal and unique neighborhood that includes everything to enjoy life.
- Conscientious, diverse and environmentally aware residents.
- Cultural, recreational, engagement and social opportunities abound.
- Unique combination of small ventures, with friendly, community minded proprietors.
- Great neighborhood events, such as; farmers market, free concerts, Winter fest, and the Spring Festival

**QUESTION 4:** *What do you like least about Linden Hills?* Airplane noise, high taxes, a lack of diversity and unappealing demolition/remodeling were all common responses here, along with over 30% of responses being “**nothing.**”

Other common responses to the question “*what do you like least about Linden Hills?*” include:

- Nothing
- Airplane noise
- Anti-growth and the desire to freeze time.
- High and rising taxes
- Lack of racial and socioeconomic diversity
- Demolition of historic cottages
- Traffic and parking issues
- City Service issues
- No grocery store
- Not enough diversity in housing (socioeconomic and multigenerational)
- Traffic circle
- Strip mall architecture in business district

***Insights (Questions #3 and 4):*** *At the core of the responses seems to be a theme of connectivity- the connectivity of the residents to each other and to the places in Linden Hills. While much of this is a product of the people, organizations and residents of Linden Hills, the built environment contributes directly to this connectivity. The lake and park amenities, the commercial nodes and the mix businesses that serve the community provide destinations to walk to. The businesses themselves and business areas become a central connecting point and the fact that it is all walkable increases opportunity of interactions with neighbors that a car dependent area cannot offer.*

*The prevalence of the response about the lack of a grocery store identifies an interesting issue. The move of the co-op from the 43<sup>rd</sup> & Upton node to the 44<sup>th</sup> & France node reveals the challenge of connecting the business nodes of Linden Hills. The move also disrupted a traditional pattern t 43<sup>rd</sup> & Upton of walkable access to goods that many respondents desire and enjoyed in the community. It also reveals the impacts of how people feel connected to specific business nodes.*

*Traffic and parking was also identified as issues that require attention and likely engulf a couple themes. A theme may be that it is hard to go to and through the businesses nodes and once there, it is hard to find a spot to park. It also identifies concerns about the impact of the externalities of the successful business nodes on the surrounding residential areas and it can also mean safety issues or concerns about*

*impacts to the walkability of the area, which were so common in the responses about what people liked about the community. This will be explored with the community in more depth throughout the small area plan process.*

*The responses surrounding “anti-growth” themes were on both sides of the issue and reflect in part the differences in opinion regarding prior development proposals. The small area plan process will explore growth and development intensity as well as building design to find more common ground on this issue.*

**QUESTION 5:** *What are your three special places within Linden Hills?* Downtown and outdoor spaces make up over 80% of the respondents special places. Specifically Lake Harriet, 43<sup>rd</sup> & Upton business district, and Linden Hills Park received the most mentions. Many responses also dealt with personal yards, neighbor’s yards and porches, and a resident’s specific neighborhood block

Other common responses to the question “*what are your three special places within Linden Hills?*” include:

- Lake Harriet
- 43<sup>rd</sup> & Upton
- Park
- Library
- Bookstore (Wild Rumpus)
- Band shell @ Lake Harriet
- Sebastian Joes
- Linden Hills Co-op
- Great Harvest Bakery
- Dunn Brothers

Participants were asked “*What makes each of these places in Linden Hills special?*” Other common responses include:

- Each space supports the neighborhood and community feeling
- The special places are welcoming, active and unique to Linden Hills
- Walkable and friendly neighborhood defining spaces
- Bird sanctuary is one of two in Minneapolis, making it very unique
- St Thomas parking lot has a view of downtown and you can watch approaching weather
- The business district in Linden Hills is proportional, meaning each place and space complement each other to create a comfortable and opening atmosphere
- Residents often cite memories associated with the neighborhood, and how the historical nature of some of the spaces holds those memories in tact

***Insights (Question #5):*** *It was not surprising that the park amenities and Lake Harriet were identified as special places. Nor was it very surprising that respondents revealed more intimate locations such as yards, porches and blocks. What was interesting was the rate of responses about specific businesses.*

*Several of the most frequently named are listed above and a significant number of other businesses were named and can be found in the raw responses. The reasons that these businesses and places were special are summarized well by the top three most common responses listed above. The commonalities revolve around the ability to walk to the places, interact with business owners and informally gather and interact with neighbors. These interactions reinforce the feeling of connectivity in a community and strongly relate back to what people cherish about the community.*

**QUESTION 6:** *What do you think is missing from Linden Hills?* A grocery and/or convenience store gained (81) responses, at 23% of the feedback. A casual pub and casual family friendly dining as well as added diversity in the community were the next two most popular answers.

Other common responses to “*what do you think is missing from Linden Hills?*” include:

- Grocery store
- Convenience store
- Casual dining
- Housing options
- A pub or neighborhood bar
- Diversity
- Connecting the business nodes/making streets more walkable
- Parking
- More public gathering places in business areas

***Insights (Question #6):*** *The top responses about businesses reinforce the issues highlighted above about meeting resident’s needs, connectivity of the nodes, and concerns about businesses becoming too high end or upscale to serve the community.*

*The desire for a pub or neighborhood bar also reinforces this need and is interesting as many felt that it was prohibited specifically in Linden Hills. There is no liquor ordinance specifically for Linden Hills. The ordinance requirements are the same for all of the surrounding areas of Minneapolis.*

*The responses regarding more diversity in both race/ethnicity and incomes and more and better parking are becoming some additional common threads throughout the responses.*

*Housing and options for housing at various price points and types of housing (specifically multi-family housing) received a large share of responses. Affordable housing was frequent among these, but was not defined further and could mean housing options defined by institutional definitions of affordable to people who make less than the median area income. In this case it could also mean a less institutionalized definition and just reflect general concerns about the cost of renting or buying in the community and wanting options in various price points. Housing for the aging population was also frequently stated in the responses.*

*There was a theme of better connecting the business nodes and amenities like Lake Harriet using both existing streets and the former trolley right-of-way. Making the area more walkable and bikeable was also evident in responses about improving the streetscape with more greening and providing better bike parking and space within the roadways.*

**QUESTION 7:** *If you could change one thing about Linden Hills, what would it be?* Respondents mentioned their previous responses as what they think should change about Linden Hills with a heavy focus on types of businesses, as well as listing off a mix of the following needs for the neighborhood.

Other common responses to “*if you could change one thing about Linden Hills, what would it be?*” include:

- Better city maintenance
- More diverse housing options
- Sidewalk shoveling mandate
- Buried power lines
- Improve alternatives to using a car
- More and better parking
- Connect trolley-way to public transit
- Allow more density/ new development at context appropriate scales
- Be known as a model sustainable community
- Reduce airport noise
- Reduce speed on Sheridan Avenue

***Insights (Question #7):*** *The responses further reinforce previously identified themes. There were two themes of responses that further refine issues. There were several responses that could be best grouped together as wanting new development that is context appropriate to the area and just about an equal amount of responses that thought density was missing.*

*Another grouping of responses focuses on providing more alternatives to using cars for transportation in the neighborhood.*

**QUESTION 8:** *What things in Linden Hills should not change?* The feeling, more specifically defined as the small-town feel was the most prevalent response. The neighborhood scale and character of the 43<sup>rd</sup> and Upton business district, the independent businesses, and the walkable convenience were the next most prevalent responses.

Other common responses to the question “*what things in Linden Hills should not change?*” include:

- 43<sup>rd</sup> & Upton
- Community involvement

- Park system, green space and tree lined streets
- Civic pride
- Convenience
- Walkability
- Historic charm

***Insights (Question #8):*** *The combination of the comments about the small-town feel, the independent businesses and the character of the area all relate to a theme identified above as connectivity. One response summarized this well and state that what should not change is how “the business nodes function as community gathering spaces.” The character or feel is driven, in part, by the connections residents feel with the businesses as they see and know the owners, the connections with neighbors that are reinforced by the casual encounter and informal and planned meetings at various businesses throughout the area.*

*In maintaining the neighborhood scale, which was the second most frequent comment, were several comments stating concerns about commercial nodes losing their scale and becoming like other nearby commercial nodes such as 50<sup>th</sup> and France and Excelsior and Grand, which have more large scale developments.*

**QUESTION 9:** *What is the most common way to travel within Linden Hills during the cold season?*

- Drive (57.4%)
- Walk (38.7%)
- Bus (.9%)
- Bike (.3%)
- Other (2.7%)

Other responses include the use of a mixture of biking/bussing/walking/driving as well as the use of scooters or mopeds.

**QUESTION 10:** *What is the most common way to travel within Linden Hills during the warm season?*

- Walk (72.3%)
- Bike (19%)
- Drive (6.8%)
- Other(1.8%)

Other responses include the use of a mixture of biking/bussing/walking/driving as well as the use of scooters or mopeds.

**QUESTION 11:** *Describe a particular idea or issue you want the Small Area Plan to address.* Retaining the overall atmosphere in Linden Hills throughout the possible future development is an important factor to many respondents. Keeping the businesses local and independent, the business district density tight, and the proportional scale of the buildings were the most common responses.

Additional responses focused on:

- Retain independent character
- Increase the diversity of housing
- Add a neighborhood grocer
- Guarantee the core mix of utility businesses remains
- Preserve the local scale of the neighborhood
- Connect to city public transit
- Support more intensive maintenance of existing features

***Insights (Question #11):*** *The responses provided more emphasis on previously identified themes. These major themes are highlighted below.*

***Highlighted common themes in survey responses***

- The character, feel and identity of Linden Hills expressed by the respondents to the survey are significantly tied to being connected to other residents and the businesses. The businesses often provide the locations, services, goods that provide reason for either for formal and informal gatherings or bumping into neighbors.
- Working to define the scale and character of the community and foster that in new development could help the community realize some of its desires with regard to providing housing options and allow the community to have a more shared understanding and expectation for future changes.
- There is a strong desire for increasing diversity in the community
- There is common desire in maintaining and providing affordability in the housing stock.
- Providing life-cycle housing options that helps diversify the housing stock is important
- Efforts to connect the commercial nodes need to be explored.
- Desire for the community to become more sustainable.
- Parking and traffic present challenges that need significant attention.



## Linden Hills Small Area Plan

### February, 2013 Neighborhood Issues and Opportunities Survey Result Summary

The following includes short summaries of the responses to the survey conducted in February 2013. Following many of the question summaries are additional highlighted insights gleaned through connecting the common themes in the survey responses. At the end of the document there is an overall summary of these insights. All of the survey responses can be found on the project webpage or by clicking [here](#).

**QUESTION 1:** *What three words best describe Linden Hills today?* Of the 1285 responses (3 responses per survey), a majority (83%) responded using words to describe a healthy, happy, tight-knit community. The results were mainly positive descriptors. Neighborhood (76), quaint (84) and Friendly (67) make up the top three results.

Other common responses to the question “*what three words best describe Linden Hills today?*” include:

- *Neighborhood (76)*
- *Friendly (67)*
- *Community (56)*
- *Small (56)*
- *Walkable (55)*
- *Charming (47)*
- *Family Oriented (44)*
- *Unique (30)*
- *Progressive (23)*
- *Safe (22)*
- *Thriving (22)*

**QUESTION 2:** *What three words do you want to best describe Linden Hills 20 years from now?* Of the 1236 responses, many used the same descriptors as for question 1 (Linden Hills today). Community (57),

Neighborhood (55) and Safe (55) make up the top three results. The most common additional terms used to describe Linden Hills in the future include diverse (28), sustainable (17) and affordable (21).

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*Analyzing these responses through a lens of all the responses to the questions reveals some differences in the responses and issues going forward. There seems to be a strong current of wanting Linden Hills to be more diverse. “Diverse” was more prevalent in responses about the future. In responses to later questions this is further expressed as both racially and ethnically, but also financially. It also comes up in comments about housing stock options.*

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- Desire for the community to become more sustainable.
- Parking and traffic present challenges that need significant attention.

# Technical Memo

**Date:** March 18, 2013



**To :** Brian Schafer, AICP  
Small Area Plan Project Manager,  
City of Minneapolis Community Planning and Economic  
Development Department

**From:** Bob Kost and Dan Cornejo

**RE:** Draft - Linden Hills Small Area Plan, Market Overview

The Linden Hills commercial district character is defined by a fine grain and texture mosaic of public and private places and spaces, with a wide array of low-scale buildings that house retail and service businesses, both locally-owned and –operated as well as several that are part of regional enterprises.

In this precinct of Linden Hills, the Minneapolis rectilinear grid was slightly altered to a curvilinear block and street pattern to accommodate a slightly rolling terrain. This urban design and business mix pattern evolved historically as a response to the intersection of the grid layout of streets and the routing of the streetcar system from Lake Harriet westward along the rolling terrain.



*Historic view Linden Hills ca. 1930. "Twin Cities by Trolley (Diers and Isaacs,*

The Linden Hills neighborhood desires to preserve and enhance the walkable village scale of its commercial district nodes and corridor while at the same time manage and shape the scale and density for new uses and activities in new infill development to ensure that these changes complement the current variety of choices for living, shopping, dining, and recreating. The residents and business interests recognize that their commercial district is integral to their community which is characterized by a high level of interdependency of social relationships, shared understandings, and a sense of obligation that is closely linked to the form and appearance of the physical environment. This community cares about not only the vitality of neighborhood, but also its continued viability and sustainability.

The Linden Hills commercial district has been and continues to be very successful. A significant factor in this success has been the interplay of the mutually reinforcing elements of urban design

character and mix of businesses within a context of one, two, and three story residential buildings. The dimensional scale of primarily local streets and sidewalks harmonizes with the low profile of the buildings. The sum impression of the individual parts of Linden Hills and their relationships conveys a character that this community wants to conserve, even as it seeks to embrace the changes it needs to sustain its success.

This market overview, as part of the Small Area Plan, is intended to provide insights into the interplay between market demand for goods and services and the supply of businesses to respond to this demand. This information will help chart the path to secure the types of transformative development, whether reinvestment in existing buildings and infrastructure, or new investment in infill redevelopment, that respond positively to the needs and desires for a more sustainable Linden Hills neighborhood for current and future residents, businesses, property owners, and visitors.

**This market overview:**

1. Describes current real estate market conditions and characteristics in the Linden Hills commercial nodes at 43<sup>rd</sup> Street and Upton Avenue, 44<sup>th</sup> Street and Beard Avenue, and 44<sup>th</sup> Street and France Avenue, within the larger context of the adjacent and nearby residential area which form its primary customer base, i.e. its size, strength, and stability. It also describes briefly other nearby comparable, competitive, and complementary commercial nodes.

2. Comments on general market trends for neighborhood commercial districts, with a focus on the issues and opportunities for the Linden Hills commercial nodes.
3. Provides an analysis of development trends and lessons drawn from precedent areas including an examination of other factors that could help the Linden Hills community, working in concert with the City of Minneapolis and the private sector development community, to positively influence development and business prospects in the study area.
4. Describes local organizational assets that have the potential for partnerships with the development community to foster positive results as the Linden Hills community adapts to the internal and external forces of change.

This market overview is intended to supplement information and perspectives provided by a developer advisory panel comprised of members of the local development and market research community.

## Market Conditions and Characteristics

### Land Use Profile

Located in the Southwest Sector of Minneapolis, the Linden Hills neighborhood comprises the following land uses:

**Commercial:** Within Linden Hills there are three distinct commercial nodes along a three-quarter mile-long corridor: 43<sup>rd</sup> and

Upton on the east, 44<sup>th</sup> and Beard in the center, and 44<sup>th</sup> and France on the west.

**Institutional and Public Facilities:** Linden Hills Community Library (part of the Hennepin County system). Schools include Lake Harriet Community School (public); Southwest High School; Southwest Community Education; Carondelet School (Catholic). Places of Worship include: Linden Hills Congregational United Church of Christ; Lake Harriet Spiritual Community Church; Church of St. Thomas the Apostle.

**Residential:** 3,700 housing units (two-thirds owner-occupied, one-third rented); primarily single-family homes, with several apartment and other multi-unit buildings clustered at 43<sup>rd</sup> and Upton and at 44<sup>th</sup> and France areas.

**Historic Buildings:** There are two historic sites (designated by the City of Minneapolis) within the Study Area or Area of Influence and four such sites adjacent to or near the Area of Influence. In addition, there are several potential Linden Hills historic sites and other valued places, all of which contribute to the charm and allure of this commercial district.

**Open Space – Lakes:** Linden Hills Park (and Park Building); Lake Harriet, with connections via Lake Harriet Parkway (part of the Grand Rounds) to other lakes in the renowned Minneapolis Chain of Lakes, Minnehaha Creek, and Saint Paul park and parkway system.

## Demographic Profile

- **Population growth:** Between 1990 and 2010, total population declined from 7,678 to 7,564, roughly 1%.

During this same time, Minneapolis total population declined from 382,618 to 382,578, under 1% or essentially no change.

- **Age:** In 2010, 52% of Linden Hills residents were between 18 years old and 54, compared to 62% of Minneapolis total resident population. In terms of seniors or older adults, 24% Linden Hills residents were 55 years of age or older, compared to only 17% of Minneapolis total resident population.
- **Households by Type:** Total households: 3,488. Households with no children or no children under 18: 930 (27%). Married couple family households with children less than 18 years: 707 (20%). Single-person family households with children under 18 years: 213 (6%). Nonfamily households: 1,638 (47%). Included in the above are households with one or more people 65 years or older, i.e. 587 (17%).
- **Household Income (annual):** 51% of households have an income of over \$75,000, 33% have an income between \$35,000 and \$75,000, and 16% have an income of less than \$50,000.
- **Rent vs. own housing:** Of the occupied housing units in Linden Hills, 70% are owner-occupied and 30% are renter-occupied, compared to 49% owner-occupied and 51% renter-occupied for Minneapolis as a whole.
- **Housing Costs:** Home Sale Price: \$107,000 to \$1.6 million. Condo Sale Price: \$100,000 to 195,000. Monthly Rent: \$680 to \$2,450.

## Business Mix

There are nearly 125 businesses in the three Linden Hills commercial nodes including the following types of businesses: restaurants, health and fitness, food, gifts and crafts, flowers and garden, and services such as automotive, hardware, beauty and hair care, children's toys and books, and professional services).

## Node Characteristics

The Linden Hills study area corridor and its three nodes are well-established and well-known not only in its surrounding residential context but also throughout southwest Minneapolis, Minneapolis generally, St. Paul, and first-ring suburbs, most notably Edina, its neighbor to the west. The Linden Hills shopping district main attributes are its strong, successful independent business operations, its mix of retail and service establishments, its pleasant and walkable ensemble of low-rise buildings, narrow storefronts, and its proximity to the Chain of Lakes and the Grand Rounds parkway. Customers generally cite the traditional look and feel as well as the store mix as the primary reasons they patronize the Linden Hills shopping areas.

The areas' primary streets are France Avenue, 44<sup>th</sup> Street and Upton Avenue. France Ave. and 44<sup>th</sup> St. are classified as Community Connectors in the City's long range transportation plan. These types of medium capacity streets typically connect neighborhood commercial corridors and districts with each other and serve as the main street of their respective commercial node. Upton Ave. is classified as a Neighborhood Connector, typically a low capacity street that connects neighborhoods with each other.

Even though customers complain about the lack of enough parking and residents who live adjacent to the shopping areas complain about spillover parking on "their" streets, there is also a certain reluctant acceptance that "we can't have it both ways." There is a desire to work out shared parking agreements amongst the owners of existing parking lots, especially for employee parking so that street spaces can be more available to customers.

Because of the curvilinear grid street pattern, properties and buildings in this area have a variety of sizes, footprints, and access attributes, along with a corresponding assortment of values. Commercial lease rate range from \$10/sq. ft. to \$25/sq. ft. (triple net, i.e. less property taxes, insurance, and maintenance)

In terms of purchasing power of the primary customer base of the three Linden Hills commercial nodes, the 20,500 households (75% owner-occupied) of Linden Hills and the surrounding Southwest Minneapolis area have high median incomes (\$83,000 to \$86,000). The adjacent city of Edina has a median household income of \$78,000. Incomes in excess of \$75,000 are generally thought to be the level at which families begin to have significant discretionary spending options. However, because of its reputation as a premier neighborhood commercial district that functions much like an historic small-town main street, the Linden Hills distinctive commercial nodes and connecting corridor draw patrons from throughout the core of the Twin Cities region. This broad appeal adds to its vitality, its strength, but also causes frequent vehicle access and parking issues, especially in the summer months when recreation use of the Chain of Lakes, its connecting parkways, and biking and pedestrian pathways is at its highest.

Most of the multi-family apartments and townhomes in Linden Hills are located in or adjacent to the commercial district. And, most of these units are primarily in buildings devoted to only residential uses. However, there are a few residential units in mixed-use buildings that have commercial uses on the ground floor. The balance of housing in Linden is single-family detached dwellings. Reasons given by residents for choosing to live in Linden Hills include its charming and high quality housing stock, walkability, good schools with high level of parental involvement, great library, near “The Lakes,” and traditional “village-like” shopping district with its diverse mix of retail and service uses. They also cited that living in Linden Hills afforded them easy access to Downtown, Uptown at West Lake Street and Hennepin Avenue, 50<sup>th</sup> and France, and Southdale in Edina at France Avenue south of Highway 62. Regarding the future, residents noted that many current residents are entering the stage in their lives when they may be looking for one-level living in a condo or rental apartment. They pointed out that there is a lack of supply of these types of units, and a lack of diverse housing choices generally, both in terms of housing types and levels of affordability.



*View of Upton and 43<sup>rd</sup> Commercial node looking north towards downtown.  
Courtesy of the Metropolitan Design Center*

## Comparable, Competitive, and Complementary Commercial Districts

There are several nearby commercial nodes that compete with the Linden Hills commercial nodes and corridor in terms of business mix. These areas also offer a degree of complementarity. Within one-mile of the three Linden commercial nodes are the commercial districts of:

- Sunnyside in Edina that abuts the Linden Hills node at 44<sup>th</sup> and France Avenue,
- 50<sup>th</sup> and France node that straddles the Edina-Minneapolis border,
- 50<sup>th</sup> and Xerxes Avenue,
- 50<sup>th</sup> and Penn Avenue,
- 54<sup>th</sup> and Penn Avenue,
- 60<sup>th</sup> and Penn Avenue, and
- 50<sup>th</sup> and Lyndale Avenue.

Each of these areas offers a similar mix of businesses (restaurants and coffee houses, specialty retail shops, personal services), and ambience. These areas also have mixed commercial-residential developments, multi-family apartments (rental and condo), some that are older and some developed within the last decade. Linden Hills residents shop outside their commercial districts for building materials, appliances, major clothing and grocery purchases, home furnishings, electronics, and furniture.



*A variety of other commercial nodes compete with Linden Hills' businesses.*

## Market Trends

There has been an unprecedented transformation in the demand for goods and services, as well as for real estate for employment. The following comments and observations summarize the views and characterize the tenor of the development industry perspective on the key drivers of change for future real estate investment.

- The Back-to-the-City movement by young and old alike has not only been demonstrated but has been shown to be a long term phenomenon, bolstered by a growing recognition of climate change issues (affecting gas prices), environmental issues generally, the economic downturn, and the slow recovery anchored in uncertainty.
- Desiring more interaction with diverse age and lifestyle groups, and more active living in settings in which they are more accustomed, the over-65 population is shunning institutional settings in favor of walkable, amenity-rich communities in cities and close-in suburbs.
- The existence of aging baby boomers alongside other older demographic groups has created not one single market segment, but a variety of housing market segments. Today there are three separate generations over 65, each with its own outlook on life and distinct housing needs.
- A majority of older people want to age in their current homes. However, many who are able to move are choosing to relocate within or move to urban locations.
- Generation Y (Millennials), currently 14 to 34 years old (those born between 1980 and 2000), accounts for 25 percent of America's population. They will dominate residential demand for much of their lives – similar to the baby boomers' impact over the last 45 years. Prospects are positive for both rental and ownership demand.
- In terms of purchasing goods and services, Gen Y shoppers grew up in malls, feel perfectly comfortable there, and will likely shop there if they find interactive experiences and specialty stores selling brands they seek.
- Multi-tasking young professionals crave interconnectedness and mobility, and downplay physical space as well as privacy; for them, social cacophony can be energizing. For now and until at least until they start families, proximity to urban action – living and working within reasonable distances and using mass transit – holds more attraction for the 20-something crowd than spending time and money commuting by car to quiet suburban lanes.
- Young and old alike want sustainable living and working environments, cutting edge new buildings and retro-fitted older buildings, which manage energy loads that reduce environmental impacts.
- Studies nationally show that a majority of people in urban areas shop for groceries more frequently (3-4 times per week), make smaller purchases each time, and make fewer such trips by car.

## Development Trends

Development industry organizations such as the Urban Land Institute (ULI) advise that “You see too much construction in easy to build markets. Construction is needed where you have a 2 percent vacancy rate and it’s hard to build.” ULI reports that people and businesses are seeking smaller spaces. They are realizing that they do not need as much room to live and work. They want to reduce rents and operating expenses. Generation Y career builders will forsake a suburban lifestyle and willingly move into a “shoebox”-sized city apartments. Nearby public amenities like city parks and retail districts can make up for the lack of personal space. Retailers will rely on smaller store formats, selling more products through web-based channels.

The following additional statements represent current development industry thinking and recommendations for developers seeking real estate investment and development sites:

- Concentrate acquisitions on budding infill sites. Develop where tenants want to be, i.e. districts where hip residential neighborhoods meet commercial areas that offer a cluster of social interaction venues.
- Repurpose the glut of obsolescent properties. Figure out how existing sites can tie into future growth tracks and integrate into more desirable and efficient models. Recapitalize well-leased, good quality assets to retain and expand successful operations. Use rehabilitation and restoration to reinvest in existing buildings that support, or

could be made more supportive of, the urban design elements of the village character.

- Move away from master-planned communities and move toward more small infill projects and mixed-use environments (not necessarily mixed-use buildings) where the infrastructure is in place.
- Trend toward smaller homes (all types, from single-family to multi-family) that make more efficient use of square footage, consequently more informal spaces, larger storage spaces. Energy consumption costs are a concern.
- Recognize that the demographic profile going forward for the next 20 years favors centrally located urban neighborhoods that can provide services and amenities such as public transit, health care, pedestrian-friendly streets, arts, cultural events and facilities, ongoing education opportunities, libraries, stores, and human interaction.
- Rental housing in core cities is on the rise because of the interest in living in older, built-up, established areas with a mix of new and older buildings, primarily by the millennial generation and empty nesters.
- Baby boomer seniors are working longer and want to stay closer to their jobs. They also want to stay close to technological amenities, with social interaction opportunities and facilities for healthy active living. They want to stay in or near the neighborhood where they spent

their adult lives and/or are close to their adult children and grandchildren.

- To accommodate a higher proportion of seniors, however, cities may need to make a range of infrastructure improvements such as curb cuts, corner bump outs to improve pedestrian safety, benches at transit stops, access to bathrooms, slower timing of traffic signals, well-maintained sidewalks, and even zoning that allows people to rent out portions of their homes and/or make accommodations for live-in health care assistance. Some communities are exploring ways to allow for multi-generational living, cohousing and group living, and affinity retirement communities which bring together people who share interests from gardening, culture, and sports.
- New rental units tend to be small but with fantastic amenities, especially those that provide facilities for interaction and socializing.
- In terms of municipalities' relationship to entrepreneurial development involving commercial operations, especially retailers, municipalities are becoming kinder to "tenants," so that to the extent that the tenant and the developer interact, they are kinder to the developer. Small mom-and-pop retail franchises are the group of tenants most in danger in this economy. Municipalities have been allowing more and more creative signage to help retailers draw in customers, and they have been more likely to be flexible on

parking requirements as owners of smaller buildings change tenants or existing successful local businesses expand.

- "Innovation space" targeted to innovation workers in smaller units is in high demand, typically 350-550 sq. ft. to provide cheap rent, short-term leases, and small flexible spaces – to capitalize on the intersection of technology, art, and business start-ups. For example, San Diego's I.D.E.A. District offers a wide range of workspace and residential unit types, sizes, and rents.
- Investors/construction lenders show wariness toward mixed-use developments. Mixed-use development will likely be the exception rather than the rule. It will take place on larger sites where there is already a market performance for the commercial use or there are considerable commercial pre-lease commitments. More likely development will take place in those areas that have, or could have, residential and commercial uses side by side and nearby.
- Financing for small-scale and adaptive reuse projects will combine a complex mix of resources including federal and state historic tax credits, federal brownfield loans, tax increment financing, property tax abatements, and other tools.
- The most important thing that local government can do to facilitate the process for small-scale development is to streamline permitting and shorten review and approval

time to reduce risk, and thereby increase certainty. If a certain kind of urban design character is sought, work with the community to identify it upfront and make it part of the City zoning code.

- Grocery store chains are recognizing that whereas they still rely on some degree of parking to attract customers, they are developing smaller “urban lifestyle” stores in areas where they can capitalize on dense housing environments within walking distance to provide potential customers.
- Changes in building code requirements now permit 5 stories of wood frame construction built over a first floor of steel frame or concrete, thus facilitating construction of moderately-dense mixed-use buildings on infill sites. Typically these types of developments include underground parking, storage for bikes, and more amenities for active living and social interaction. Examples of this type of development are two new mixed-use retail-residential projects under construction in the North Loop and in Northeast Minneapolis. A recent similar development took place in Saint Paul with the 4-story Oxford Hill condo-retail project at Grand Avenue and Oxford Street.
- 
- Many smaller cities and towns, and inner-city commercial districts, are revising their regulations to either a form-based code or a hybrid of conventional elements and form-based design requirements, e.g. Saint Paul’s Grand Avenue; Village of Oak Park, IL; North Amherst Village Center, MA; North Charleston, SC; Flagstaff, AZ; and Lawrence, KS. Some

larger cities have adopted city-wide form-based codes, e.g. Denver, CO.

Additional market insight was provided to the Small Area Planning process through a round table discussion between project steering committee members and local development professional professionals Kit Richardson of Schafer Richardson Development, Mary Bujold or Maxfield Research and Colleen Carey of The Cornerstone Group:

- A major issue is how to keep older people in the neighborhood but not increase density and building heights. This is a theme across the metro.
- No matter what people may think, the neighborhood is and will continue to change.
- Developers want a guide plan. With a plan, you can target which developers you want.
- The plan starts with land use. From there, scale, density, parking, etc. follow.
- Linden Hills is very attractive with relatively high incomes, good mix of resident types, wide variety of housing, and stable real estate values.
- Small incremental developments may be more desirable/possible in some locations than others. Need to analyze and identify opportunity sites.
- A neighborhood develops a reputation with developers. A negative image may or may not be earned; it’s the perception.
- You want developers who share Linden Hills’ values. To do this, you need to know what you want.

- The neighborhood should seek out developers. This would be part of implementing the plan.
  - Land cost is critical. Land cost can lead to a need for higher density; or the maximum financing available may indicate land cost is too high or set land value.
  - Scale and context are important. Inducements for increased heights (within acceptable limits), density, etc., could be built into the plan to attract developers.
  - Historic preservation guidelines and designations are often too restrictive for developers. It may be best for individual building owners to seek designation than to create a district. The plan can help inform owners of potential benefits (tax credits).
  - Focus on the core commercial areas for redevelopment.
  - Small boutique retail is less able to afford rents in new construction. It's easier for chains so work to maintain /keep older buildings in good condition.
  - A mix of chains and locally owned boutique retail may be needed to maintain vibrancy in the commercial core.
  - The Turn-Style site is probably the best site in Linden Hills for higher density/intensity development. Sunnyside Gardens could also be, but current ownership will probably wait for a number of years before redeveloping.
  - Grand Ave provides a strong (albeit more extensive) example of what 44<sup>th</sup> Street represents: commercial nodes with medium residential and mixed uses in between.
- At Grand Ave, “B” to “C” zoning has provided for retention of houses as structures for commercial and office uses.

## Organizational Assets

The Linden Hills neighborhood has organized itself with three organizations with the total neighborhood's interest as its overall focus, each with a partially overlapping membership, but also each with goals and programs that promote the interests of its members. Each of these organizations, as was noted above, has the potential to enter into partnerships, formal or informal, with "developer" initiatives and proposals so that mutually beneficial results can occur.

1. **Linden Hills Neighborhood Council (LHiNC):** Its mission statement is: The Linden Hills Neighborhood Council serves as a voice of Linden Hills residents, increasing community involvement and providing two-way communication with the City of Minneapolis and within the Linden Hills community. Amongst its goals is that this organization will be the voice of the neighborhood in civic affairs affecting Linden Hills.
2. **Linden Hills Business Association (LHBA):** Formed in 1940, the Linden Hills Business Association comprises the businesses and property owners at the intersection of West 43<sup>rd</sup> Street and Upton Avenue South, West 44<sup>th</sup> and Beard Avenue as well as west 44<sup>th</sup> Street and France Avenue in the Linden Hills neighborhood of Southwest Minneapolis. It is

the leadership and voice of the business community and seeks to enhance and preserve the uniqueness and economic vitality of the business area.

3. **Linden Hills Power and Light:** This neighborhood-based non-profit organization works to reduce the carbon footprint of Linden Hills through education, community engagement, and action. It promotes sustainable energy, waste reduction, and energy conservation. Its two priorities are (1) Composting (Source Separated Organics) and Waste Reduction for homes, businesses, and apartments, and (2) Energy Efficiency.

# LIVING IN LINDEN HILLS

## WHO WE ARE

**43%**  
MARRIED W/  
CHILDREN



**10%**  
SINGLE W/  
CHILDREN



**10%**  
SENIORS

**37%**  
SINGLE

## WHERE WE LIVE

**70%**  
OWN



**30%**  
RENT

## MONTHLY HOUSING COSTS



**\$107,000 –  
\$1.6 million**  
HOME SALE  
PRICE RANGE

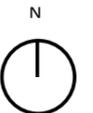
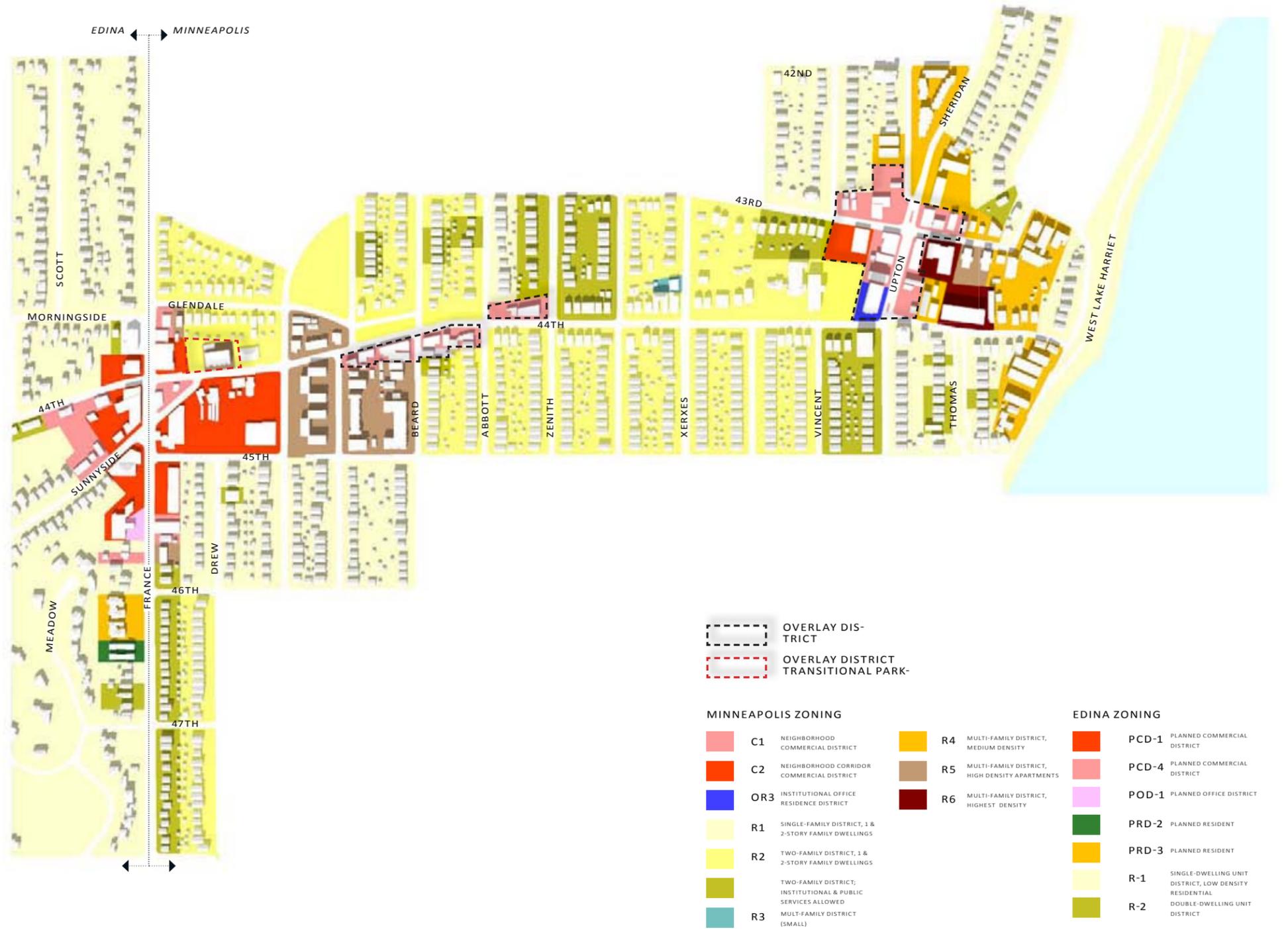


**\$100,000 –  
\$195,000**  
CONDO SALE  
PRICE RANGE



**\$680 –  
\$2,450**  
MONTHLY  
RENT RANGE

## EXISTING ZONING



# GETTING AROUND LINDEN HILLS

## HOW WE GET TO WORK AND SCHOOL



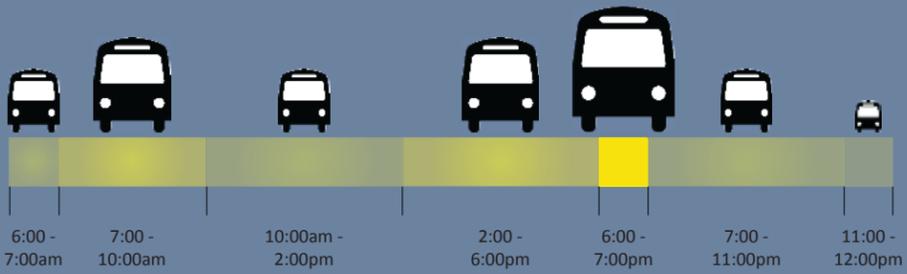
10%  
BUS



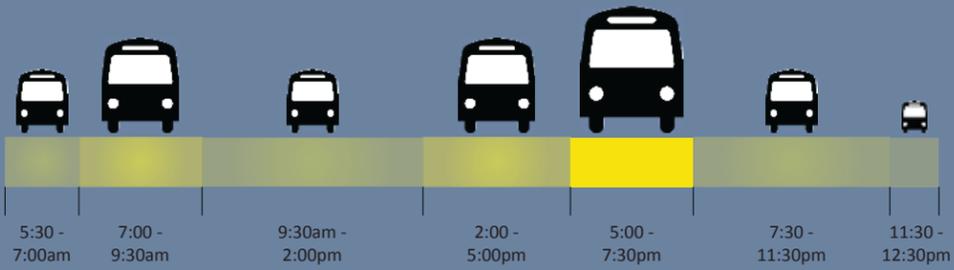
15%  
WALK, BIKE



75% DRIVE (97% OWN A VEHICLE)

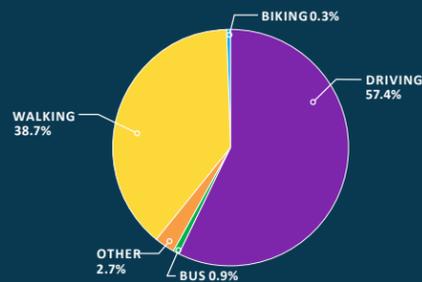


Bus Route 6  
France Ave B, D, F



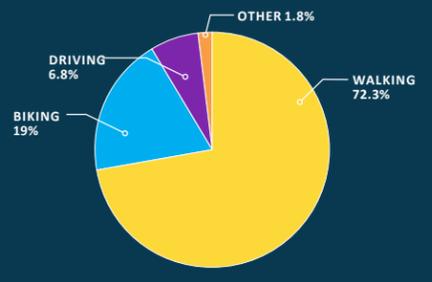
Bus Route 6  
Xerxes Ave C, E, K

### WHAT'S YOUR MOST COMMON WAY TO TRAVEL WITHIN LINDEN HILLS DURING THE COLD SEASON?



SURVEY RESULTS

### WHAT'S YOUR MOST COMMON WAY TO TRAVEL WITHIN LINDEN HILLS DURING THE WARM SEASON?



- Area of Influence
- Area of Direct Study
- Difficult Pedestrian Crossing Area
- Bike Lane Striping (future - Spring 2013)
- Bus Route
- Average Annual Daily Traffic
- Forecasted Average Annual Daily Traffic
- Bike Rack Location
- Bus Stop
- Nice Ride Station Spring 2013
- Four Way Stop
- Hour Car Service
- Traffic Signal
- Pedestrian Daily Traffic
- Neighborhood Commercial Node  
Generally provide retail or service uses on at least three corners of an intersection. Serve the surrounding neighborhood, with a limited number of businesses serving a larger area. Mix of uses occurs within and among structures. High density (50-120 dwelling units/acre), transitioning down to medium density in surrounding areas.
- France & 44th as Community Corridor  
Primarily residential with intermittent commercial uses clustered at intersections in nodes. Commercial uses, generally small-scale retail sales and services, serving the immediate neighborhood. Medium density (20-50 dwelling units/acre), transitioning to low density in surrounding areas.
- Upton as Neighborhood Connector

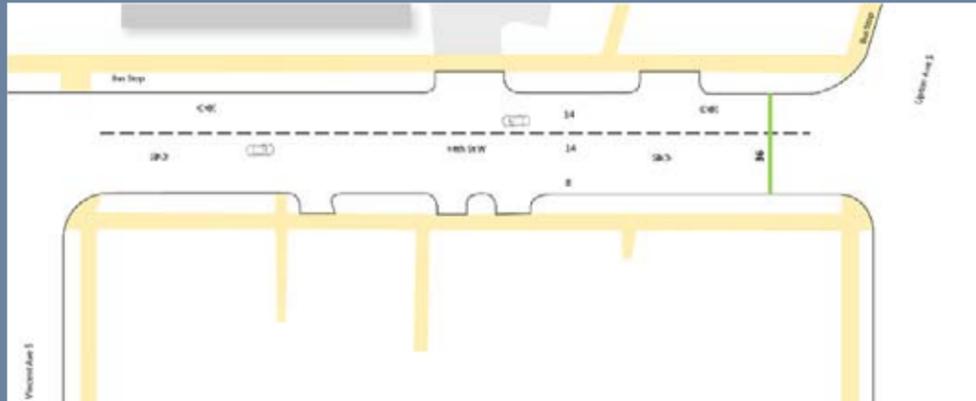
Lake Harriet

# GETTING AROUND LINDEN HILLS

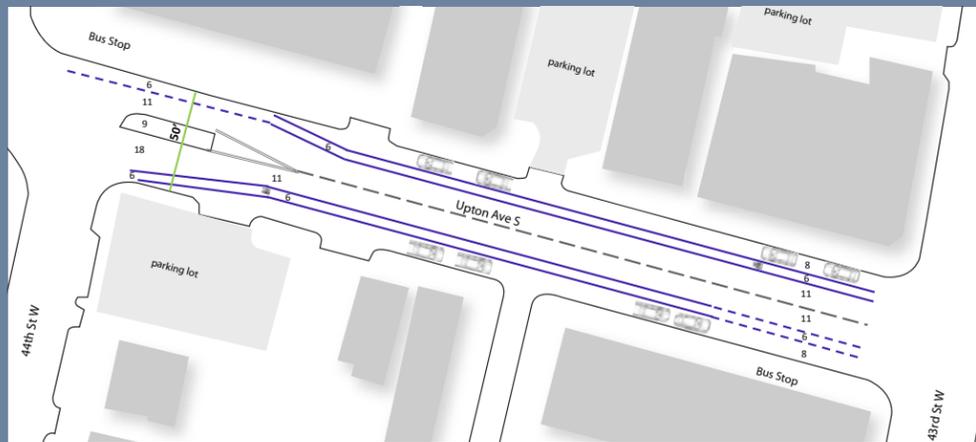
SHERIDAN AVE: UPTOWN AVE TO 42ND STREET WEST



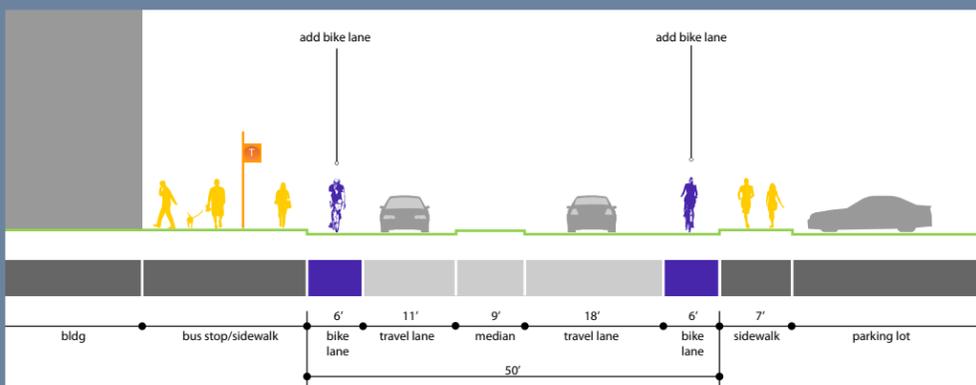
44TH STREET WEST: UPTON TO VINCENT (SHARED LANE MARKING ONLY)



PROPOSED SHARED BIKE LANES ON UPTON AVE S BETWEEN 43RD ST & 44TH



SECTION OF PROPOSED SHARED BIKE LANES AT UPTON AVE & 44TH ST



LINDEN HILLS STUDY AREA BICYCLE ASSESSMENT



SHARED LANE WITH SPECIAL PAINT & BIKE SYMBOL



SHARED LANE WITH BIKE SYMBOL



MULTI-STALL BICYCLE RACK NEAR LINDEN HILLS CO-OP



SINGULAR UNIT BICYCLE RACK NEAR RUSSEL AND HAZEL FLAGSHIP



MULTI-STALL BICYCLE RACK NEAR HARRIET BRASSERIE



# DOING BUSINESS IN LINDEN HILLS

## 44TH AND FRANCE



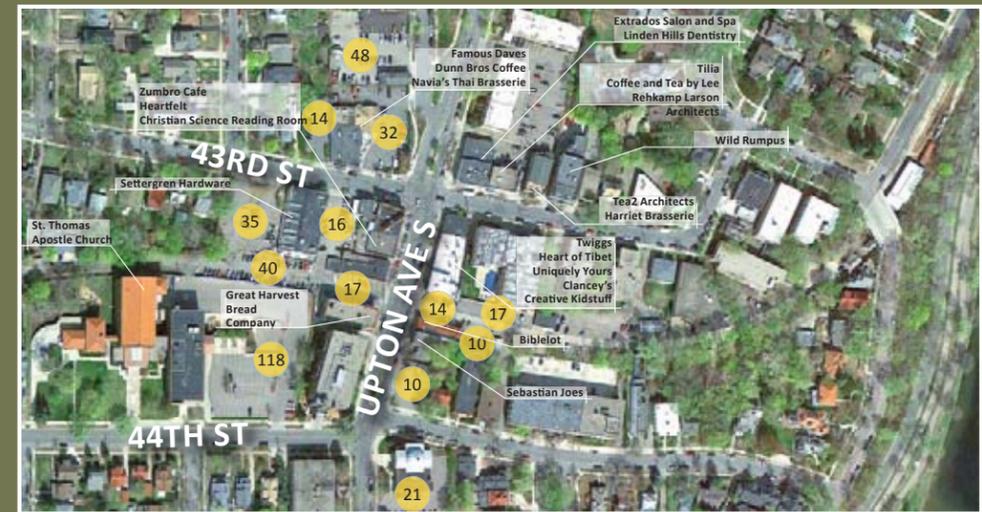
# = Off Street Parking Numbers at Location: 267 Total Off Street Parking Spaces  
On Street Parking Locations: 129 Total On Street Parking Spaces

## 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: 392 Total Off Street Parking Spaces  
On Street Parking Locations: 83 Total On Street Parking Spaces

## LINDEN HILLS COMPETITIVE/COMPARABLE/COMPLEMENTARY COMMERCIAL DISTRICTS



## WORKER AGE



## HOUSEHOLD INCOME (IN THOUSANDS PER YEAR)



## COMMERCIAL RETAIL LEASE RATE RANGE



(TRIPLE NET, I.E. LESS PROPERTY TAX, INSURANCE, AND MAINTENANCE)



Linden Hills Co-op at France Ave and Sunnyside Ave



France 44 at France Ave and 44th St



Clancey's and Creative Kids Stuff at Upton Ave and 43rd St



Turtle Bread at 44th St and Beard Ave



Linden Hills Library on 43rd St



Farmer's Market in the Settergen's parking lot on 43rd St

## HERITAGE PRESERVATION

### Historic Designation Advantages and Restrictions

There are financial incentives associated with designated historic structures and contributing structures within an historic district. These include tax credits, façade easements, and other forms of grants and funding. However, there are associated restrictions. Most funding requires that buildings are maintained within certain historical standards and guidelines, which are subject to review by government agencies.

#### *Historic Rehabilitation Tax Credits*

To encourage the retention of national heritage, the federal and Minnesota state government each offer a **20% tax credit (40% total tax credit)** for the rehabilitation of historic buildings. The process is overseen locally by the State Historic Preservation Office (SHPO) at the Minnesota Historical Society (MHS). The SHPO forwards applications for certified rehabilitations to the National Park Service (NPS) at the Department of the Interior. This department is the final judge of whether a project will receive tax credit.

To qualify, rehabilitation must meet certain requirements. It must be “substantial”—totaling a minimum of \$5,000 or the adjusted basis of the building, whichever is greater. A building may be individually eligible for the National Register of Historic Places or a contributing element in a National Register historic district. The property must be a building, and it must be used for income-producing purposes. If only part of a building is income-producing, it may be pro-rated. **Single-family and condominium residences DO NOT qualify for historic tax credits.** In some cases, non-profits and other organizations that are not income producing can use the historic tax credits by syndicating (selling) them to investors. Verifying that a property meets the eligibility requirements is the first step (Part 1) of the application process for a tax credit.

The second step (Part 2) is to provide information about specific elements of the rehabilitation, including a description of existing conditions and the work proposed. The work must conform to the *Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* ([http://www.nps.gov/history/hps/tps/standguide/overview/choose\\_treat.htm](http://www.nps.gov/history/hps/tps/standguide/overview/choose_treat.htm)). Work that elicits particular scrutiny by NPS includes window work, exterior wall cleaning, roofing materials, roofline alterations, and other major aspects of rehabilitation. In recent years the NPS has become more concerned about interior work. Before construction begins, during plan development owners and developers should consult with architects and other consultants that are familiar with the process. When the rehabilitation is completed, the owner or developer must prove in Part 3 that the work was done as outlined in Part 2.

All qualified expenses for construction work within, and possibly related to, the building (for example geo-thermal wells for a heating and cooling system) may qualify, including architect and engineering fees. The money must be spent within a two year period, but phased projects are allowed up to five-years. The person or entity claiming the tax credit must maintain ownership of the building and the historic character for five years. The tax credit must be repaid to the IRS if the building is sold or altered in a way that diminishes its historic character within that time.

### *Non-Historic Rehabilitation Tax Credits*

Alternatively, a **10 percent tax credit** is available for a substantial rehabilitation of a building built before 1936 that is not listed or eligible for listing in the National Register either individually or as a contributing element in an historic district. **Only projects involving non-residential income-producing properties are eligible.** At least 50 percent of the original exterior walls must remain after the rehabilitation, at least 75 percent of the exterior walls must be retained as either exterior or interior walls, and at least 75 percent of the internal structural framework must be retained.

### *The National Register of Historic Places*

A property is considered historic hence if it is eligible for the National Register of Historic Places. This is a list of properties significant in American history, architecture, archaeology, engineering, and culture. To merit National Register status, a building must meet at least one of four criteria:

1. An association with events important to broad patterns of history;
2. An association with the life of an important person;
3. Representing a type, period, or method of construction; or the work of a master; or expressing high artistic values; or
4. Yielding, or likely to yield, information important in prehistory or history (this is usually applied to archaeological sites).

National Register designation is, for the most part, honorary. A private property owner can remodel or tear down a designated building using private funds; the property is then “delisted” from the National Register. A property can have local, state, or national significance, and can be eligible individually or as a contributing element of an historic district. The National Register nomination must identify the property’s “period of significance” - the period during which it attained the significance that qualifies it for listing. This can be a single year or a period of many years (for example, Ft. Snelling has a period of significance from 1819 to 1946). The property must have physical integrity in that it should retain enough of its original materials and period elements to communicate its significance. In the case of a single property, the property owner must agree to placement on the National Register, and in the case of a district, 51% of all business owners in the district is needed for listing. The National Register is maintained by the NPS and administered locally by the SHPO.

### *Local Heritage Designation*

If a building or district is eligible for the National Register, it likely will also qualify for local landmark designation in Minneapolis, which has been approved by the NPS as a Certified Local Government (CLG) and has a Heritage Preservation Commission (HPC). Local nominations are processed by the Minneapolis HPC, which also has the added authority to review building permits for listed properties and **all demolition permits in the City**. The building permit review authority provides the HPC the ability to work with an owner or developer to avoid changes that could harm designated properties. Currently, property owners of individual buildings or those within districts cannot object to local designation by the Minneapolis HPC. Also, a building or district listed solely on the Minneapolis landmark listing may not necessarily be eligible for the National Register. In that case, a special review by SHPO and NPS may be requested if tax credits are desired.

*The Section 106 Process and Other Federal Protections*

If a project uses a single dollar of federal funds or requires a federal license, such as a permit from the Army Corps of Engineers, in relation to an historic property, the project will be subject to review under the Federal Section 106 process. Section 106 requires federal agencies to consider the effect of federally funded or licensed projects on properties and districts listed, **or determined eligible for listing**, in the National Register. The review process has several steps:

- Identifying historic resources in the “Area of Potential Effects” (APE)
- Determining if these resources are adversely affected by the project
- Considering alternatives to avoid adverse effects
- If the project goes ahead, mitigating adverse effects that cannot be avoided.

The federal department providing the funds or license is responsible for complying with Section 106. The process is overseen locally by the SHPO and overall by the Advisory Council on Historic Preservation (ACHP), an independent federal agency in Washington, D.C. The Minneapolis HPC would be consulted as part of a Section 106 review process for a National Register property even if the property is not locally designated.

In addition to Section 106, a project must be reviewed under Section 4(f) of the Department of Transportation Act if federal transportation funds are involved. Section 4(f) requires projects to avoid harming historic properties unless there is no “feasible and prudent” alternative, so if a road project in Linden Hills would have federal money involved, this rule would apply.

Historic properties are also among the environmental concerns covered by the National Environmental Policy Act. These federal reviews tend to parallel the Section 106 process. The same is true for the Minnesota environmental review program administered by the Minnesota Environmental Quality Board (EQB). The destruction of an “historical place” under a project subject to EQB review makes the preparation of an Environmental Assessment Worksheet mandatory.

**SUMMARY OF HISTORIC DESIGNATION ADVANTAGES AND RESTRICTIONS**

<b>Type of Listing or Triggering Event</b>	<b>Eligible for 20% + 20% Historic Tax Credits</b>	<b>Eligible for 10% Non-Historic Tax Credits</b>	<b>Mpls HPC Review Required</b>	<b>Section 106 Review Required</b>
<b>National Register Listing Only</b>	Yes	No	No	No
<b>Mpls HPC Listing Only</b>	Maybe <sup>1</sup>	Maybe <sup>2</sup>	Yes	No
<b>National Register &amp; Mpls HPC Listing</b>	Yes	No	Yes	No

<b>Federal Funding or Licensing</b>	Yes <sup>3</sup>	Yes <sup>2</sup>	Yes <sup>4</sup>	Yes
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1 Subject to special review by NPS and SHPO

2 If **NOT** listed on or eligible for the National Register

3 If also listed on or eligible for the National Register

4 If also on Minneapolis Landmark Listing

### *Facade Easements*

A final financial tool to assist owners of historic buildings is façade easements. A property owner of a building on the National Register or a contributing building to a National Register historic district can “donate” an easement **in perpetuity** equal to the value of the facade of the building to a qualified non-profit organization. An example of an organization in Minnesota that accepts façade easements is the Preservation Alliance of Minnesota (PAM). The deduction the taxpayer is entitled to is equal to the fair market value of the easement, which is generally the decrease in fair market value of the property caused by the restrictions placed on the property because of the easement. Unlike property eligible for the historic rehabilitation tax credit, the façade easement donation can be for a structure that is used for either business or non-business (i.e. personal residence or condominium). Once the contribution is made, property tax payments are paid on the reduced value of the property. More information regarding façade easements can be found at the following IRS website:

<http://www.franklintn.gov/historicpreservation/pdf/Facade%20Easement%20Contribution.pdf>

## 44<sup>th</sup> and Beard Commercial Node April 24, 25 Linden Hills SAP Workshop Summary

### Land Use

Provide for modest change and growth of the node through conversion of a few homes closest to commercial buildings to convert to office, service or retail uses and some of the one story commercial buildings to redevelop as mixed use at two and three story heights. Recognize financial relationships and interdependencies between the small, unique existing businesses and the older small scale buildings they occupy. New construction would result in more expensive rents and likely be too expensive for most of these business to afford, driving them from the neighborhood. This would result in a loss of character and charm. Explore relocation options and preservation or conservation options to prevent this.

Maintain the residential uses along the majority of the 44<sup>th</sup> Street corridor and support opportunities for in-home businesses between the Upton and France commercial nodes. Promote back of building commercial along the alleyways. More extensive redevelopment and higher density/intensity should be served by the two established commercial nodes, not in the 44<sup>th</sup> and Beard area.

Small enhancements to the Christmas tree lot like benches, tables and chairs and pathway would provide a needed public space for teens and others. This could also improve the linkage between the commercial area and the tennis court park.



## **Housing Options**

Empty nester and senior serving housing could include duplexes as well as new row houses and condominium buildings with elevators, underground parking and outdoor space for gardening. Allow houses along 44<sup>th</sup> Street to be converted to serve multiple families or include accessory dwellings.

## **Building Design**

New buildings and remodelings/conversions should closely relate to the small scale (1, 2, 2 ½ story ht.) of the nodes' surrounding context. An occasional three story (35 ft. ht.) building may be fine, just not all of them. Better to have buildings at a variety of heights and steps in heights within bigger buildings. Need to explore ways to limit the number of lots that can be combined or set maximum lengths (street frontages) for new buildings to keep the scale and massing in character.

## **Preservation**

Historic properties within the Motor Place district are seen as valuable to area character and provisions for their protection, conservation, preservation should be explored.

## **Parking**

Explore converting some of the parallel on street parking to angle parking such as along the Christmas tree lot where space is available. Lots are small in size, locating parking below ground and on the street are more logical choices rather in surface parking lots.

## **Movement, connectivity and traffic**

The area is recognized as being very walkable and connected to the other adjacent nodes. Additional measures for enhancing and strengthening walkability and connectivity included:

- Extend the Path project through the rest of the old trolley ROW
- Add decorative pedestrian lighting
- Add a few benches along the sidewalks connecting the two major nodes
- Enhance plantings in the boulevards with more than just lawn
- Convert grass boulevards into rain gardens
- Add bump outs at other intersections along 44<sup>th</sup> Street
- When mixed use redevelopment occurs, set buildings back a few feet extra and widen the sidewalk
- Run a circulator trolley bus from Lake Harriet to the commercial nodes, maybe to 50<sup>th</sup> and France as well
- Enhance alleyways to support back of shop commercial activity

## Linden Hills Small Area Plan April 24, 25 Neighborhood Workshops – Multimodal Transportation Table Summary

### Complete Streets

Considerable discussion about improving walking, cycling, transit and driving experience between the 43<sup>rd</sup> and Upton and the 44<sup>th</sup> and France nodes:

- Many participants weren't aware that shared bike lanes were being installed between the nodes this summer. Some felt this would help calm traffic others felt it would create conflicts and lead to safety issues between modes.
- Signing 43<sup>rd</sup> Street as a bike route or installing a genuine bike boulevard (in addition to 44<sup>th</sup> shared lanes) for less experienced cyclists may also be worthwhile.
- Education regarding shared bike lane operations is needed for drivers and cyclists.
- Add more bump outs at intersections along 44<sup>th</sup> Street especially at west side of Beard, Abbott and Zenith to enhance crossing between the Christmas tree park and city parking lot to businesses on the south side of the street.
- Initiate a trolley bus-circulator, (maybe it only runs during the warm season) to connect people between Lake Harriet Band shell area and the commercial nodes.
- Improve the aesthetics and environmental function of the 44<sup>th</sup> Street corridor with stormwater plantings (rain garden) in the boulevards and or in bump out areas.



**Alleyways**

Continue installing the “Path” project through old trolleyway and alleyways to connect to 44<sup>th</sup> and Beard commercial node.

Explore options for enhancing the closed alleyway between Xerxes and Upton with separate and screened commercial and residential traffic paths, landscaping, paving and lighting that is durable and attractive year-round.

Consider emulating Chicago’s “Green Alley” program that rebuilds alleys with attractive, permeable brick pavers to filter stormwater runoff while serving as secondary access ways to properties.

## **44<sup>th</sup> and France Neighborhood Commercial Node Recap from April 24<sup>th</sup> & 25<sup>th</sup> Workshops**

### **Land Use and Redevelopment**

There was general concurrence in maintaining the node's current geography. A number of participants expressed interest in the future of Edina's Sunnyside business area (located across France Ave. to the east). While Edina and Minneapolis do not undertake joint planning activities, staff from both cities are in periodic contact and share information in order to coordinate changes and impacts pertaining to redevelopment in the area.

Maintain existing commercial land use but look closely at modifying building heights and building size (massing, scale, street frontage length) along areas of transition, where commercial abuts low density residential. This may lead to rezoning some the C2 which allows buildings at 4 story (56 ft. ht max.) to C1 neighborhood oriented commercial which allows 2 ½ story (35 ft. ht.). Concerns were also raised about potential over building of retail space as well as high retail space rental rates (resulting from new development) that would price out small, locally run niche retailers. This led to exploration of redevelopment scenarios that included keeping the existing "Turn Style" building (with an enhanced façade) at 45<sup>th</sup> and Drew while redeveloping the surface parking areas as 3 and 4 story mixed use buildings with combinations of office and residential over ground level retail. Participants were in general agreement that retail frontages are better located along France Avenue and 44<sup>th</sup> Street as opposed to along 45<sup>th</sup>, Ewing, Drew and Chowen.

Future expansion of the Linden Hills Co-op was discussed and explored in conjunction with longer term redevelopment of the Sunnyside garden center. Expansion of the co-op could support the inclusion of some the services that were identified in the neighborhood survey such as a pharmacy, bank and clinic. Additionally an enlarged co-op could provide seasonal yard and garden products. This redevelopment could include a two-level parking deck (as opposed to a multi-level parking garage) that would serve added retail traffic. Access (ingress-egress) to the future parking deck (or surface lot if a deck is not included) should be directed to 44<sup>th</sup> for top level and 45<sup>th</sup> for the lower level to leverage existing grade differentials. While preference was expressed for subsurface parking facilities, it was recognized that these are very expensive (+/- \$30,000/space) and may not be economically feasible in some redevelopment circumstances.

Concepts were explored for redeveloping the strip mall along France and 45<sup>th</sup> as well as the residential properties (currently under design review) along France Ave north of 46<sup>th</sup> Street using massing blocks. All of the block exercises focused on multi-level, multiple building concepts as opposed to the 4 story, single block buildings, typically proposed by area developers. Strong preference was expressed for the introduction of smaller, multiple buildings that step from 2, 3 and 4 stories and for providing a variety of public and semi-private green spaces.

Other longer term redevelopment opportunities were identified and explored for relocating the Kinder Care facility (north side of 44<sup>th</sup>) into a new mixed use project along the south side of 44<sup>th</sup> St. and replacing the existing facility with additional row houses; rehabbing or redeveloping the Harriet

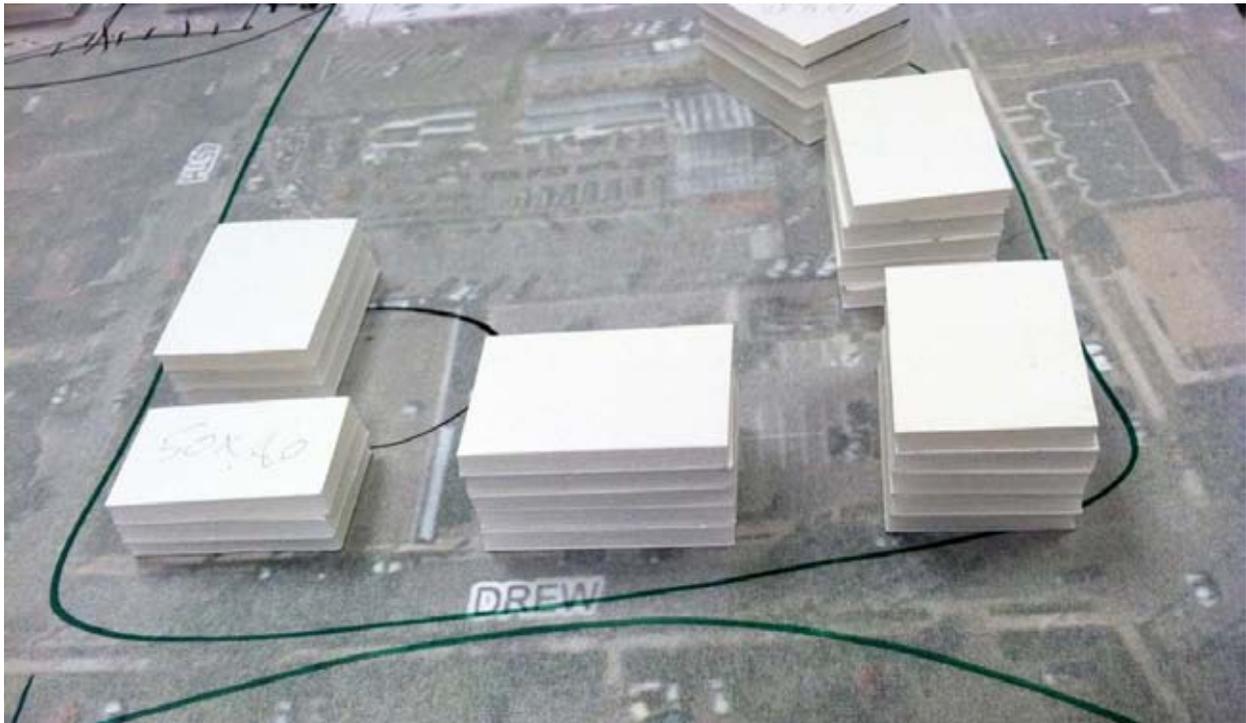
Commons Apartments as a mix of different residential building types, heights and price points instead of the current 2 ½ story medium density, 1960's courtyard buildings (zoned R5 high density).

### **Housing Options**

Conversations were somewhat limited on the topic of new residential development options. New residential offerings positioned above retail space were discussed for along France Avenue (should the strip mall redevelop). Preference was expressed for a wider variety of housing types (beyond rental apartments) that support a diversity of income and age levels as well as for including residential-only buildings in addition to mixed use buildings.

### **Building Design**

Strong preference was expressed for new buildings that reflect the variable size and character of the neighborhood's existing built context. In general, there was concurrence that density and intensity should be achieved through multiple buildings as opposed to single structures that occupy entire block frontages. This is especially important in this node as there are several large parcels. Establishing policies that encourage this was discussed along with acknowledgement that a follow up zoning study to examine regulations to require or encourage smaller building footprints as a predictable outcome will need to be undertaken.



Example of multiple, smaller buildings and a 35 foot height limit along 45th St. and Drew adjacent to single family homes with 56 foot height buildings along 44<sup>th</sup> Street.

Opinions were mixed as to fixing building heights to a maximum of three stories. Many people favored stepped heights ranging between 2 to 4 (25 ft. – 56 ft.) stories depending on the surrounding context.

Where the context included adjacencies with single family homes a maximum height of three stories (35 ft.) was unanimously preferred. There was also concurrence on a maximum building height of four stories (56 ft.) within the node and no special exceptions or incentives given that would result in for increased height.

### **Preservation**

While cultural resources such as historic structures are not present within the 44<sup>th</sup> and France node many participants expressed an interest in preserving some of the existing commercial structures such as the Linden Hills Co-op and the former Red Owl Grocery (now Tuesday Morning, Turn Style, Needlepoint shop) for the foreseeable future.

### **Parking**

Buildings should continue provide most of their own parking on site. Parking lots should be in the back of buildings, not fronting 44<sup>th</sup> Street. Interest was expressed in decoupling parking requirements from individual buildings, especially on smaller sites. This would promote parking management at the neighborhood level as well as provide greater flexibility in building design, support more useable, on-site green space and potentially allow for smaller, less expensive building projects. Access (ingress, egress) to parking lots and or structures should be kept closest to France Avenue out of the interior of the neighborhood. On street parking is an essential component for maintaining commercial uses viable and streets more walkable. Including on street parking in a commercial use's parking requirement could be helpful in reducing hard surface runoff and also support more useable, on-site green spaces. If structured parking is part of a new redevelopment it should be located to the interior of the site and set below grade (as much as feasible), preferably providing for public green space on top.

### **Connectivity, Movement, Traffic**

The skewed intersection of Morningside and 44<sup>th</sup> Street was discussed as being problematic (unsafe and confusing) for pedestrians, cyclist and motorists. Several ideas were explored for repurposing Morningside including redesigning it as a pedestrian and bike only, plaza space or establishing one way traffic (eastbound) with angle parking and wider sidewalks.

Expanding the use of curb extensions currently found along 44<sup>th</sup> at Beard to the intersections of Chowne and Drew would improve pedestrian safety and further calm traffic along 44<sup>th</sup> Street. Extending Drew northward to connect it with 44<sup>th</sup> Street was explored as a possibility should the Sunnyside Garden and Co-op sites be redeveloped. It was acknowledged that this would likely need to include closure or repurposing of Sunnyside to prevent further traffic conflicts.

Improving/expanding transit service to the node was seen as essential over the long term if shifts from driving to more sustainable travel modes were to ever be successful. Improving transit service and facilities could also support reductions in development-related parking requirements.

## **Sustainability**

Issues and ideas for making LH more sustainable included broadening the mix of land uses to provide greater balance between housing and jobs such as new office space within mixed use projects rather than just retail and housing. Include a professional “commons” office sharing facility where people currently working from home can hold professional meetings, video and teleconferences etc. within a new development project.

Other ideas included:

- Encourage or incentivize use of green roofs and rain gardens on site and within public street boulevards to reduce stormwater runoff to Lake Harriet.
- Improve/enhance transit service and transit connection to the future Southwest LRT station.



# Workshop



## Linden Hills Small Area Plan

April 24 & 25, 2013



# Learning is tonight's goal

Learn about:

- community input to this point
- existing City policy
- existing conditions

Explore how these come together to shape the future of Linden Hills



# What is a Small Area Plan?

- 20 year vision for business nodes and corridors
- Formulates specific goals, objectives, and policies or projects to implement that vision
- Refines Comprehensive Plan policy, does not replace it



# What has guided us to this point

- Comprehensive Plan policy
- Past Linden Hills planning guidance
- Analysis of existing conditions
- Community survey
- February 28<sup>th</sup> Community Workshop



## Community Input: Key Themes

- Retain existing character and scale
  - Walkable - Pedestrian friendly
  - Vibrant small independent neighborhood serving businesses
- Provide more housing options – particularly for aging population
- Increase diversity (cultural and income) in the area
- Become more sustainable



# Community Input: Key Themes

- Desire for better alternatives to driving within the neighborhood
- Concerns about:
  - Business mix changing to provide less neighborhood services
  - Parking and traffic
  - Large-scale development



# Draft Vision

*Linden Hills is a thriving pedestrian-friendly and sustainable urban village that offers varied housing and commercial choices to meet residents' needs and where new development supports and enhances the existing scale and character of the neighborhood.*



# Explore How This Converges

- Retaining scale and character of area
- Providing more housing options
- Concerns over large scale development
- Ensuring proper transitions from new development to lower-scale areas
- Retaining and encouraging small and independent businesses that serve neighborhood



- Land Use
- Development Intensity
- Building & Site Design

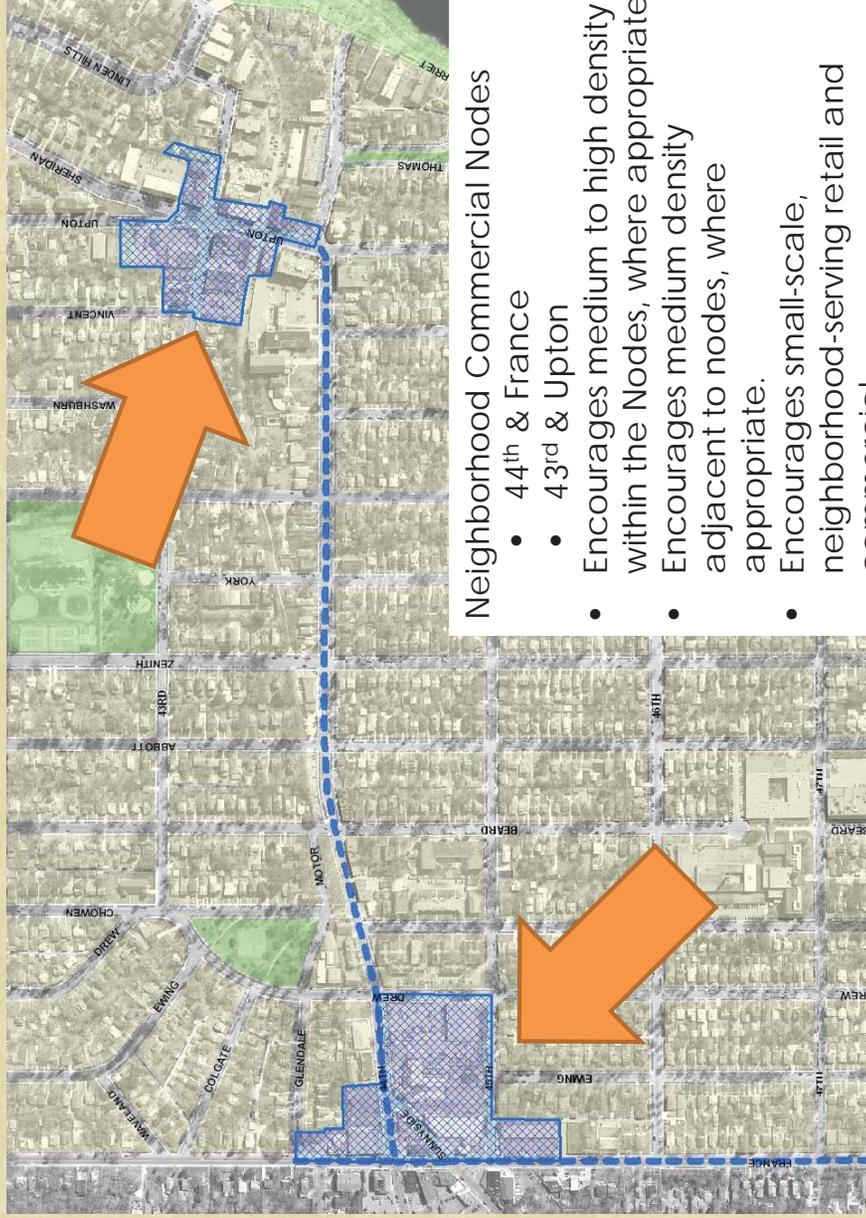


# Land Use & Development Intensity

- City's Comprehensive Plan creates framework for understanding:
  - Location of businesses , apartments/condos and single family homes
  - Guides residential development intensity through policy about density  
(Density = Number of Housing Units/ Lot area)
  - Guidance considers building design and context appropriateness



# Land Use Framework



## Neighborhood Commercial Nodes

- 44<sup>th</sup> & France
- 43<sup>rd</sup> & Upton
- Encourages medium to high density within the Nodes, where appropriate.
- Encourages medium density adjacent to nodes, where appropriate.
- Encourages small-scale, neighborhood-serving retail and commercial.



# Land Use Framework



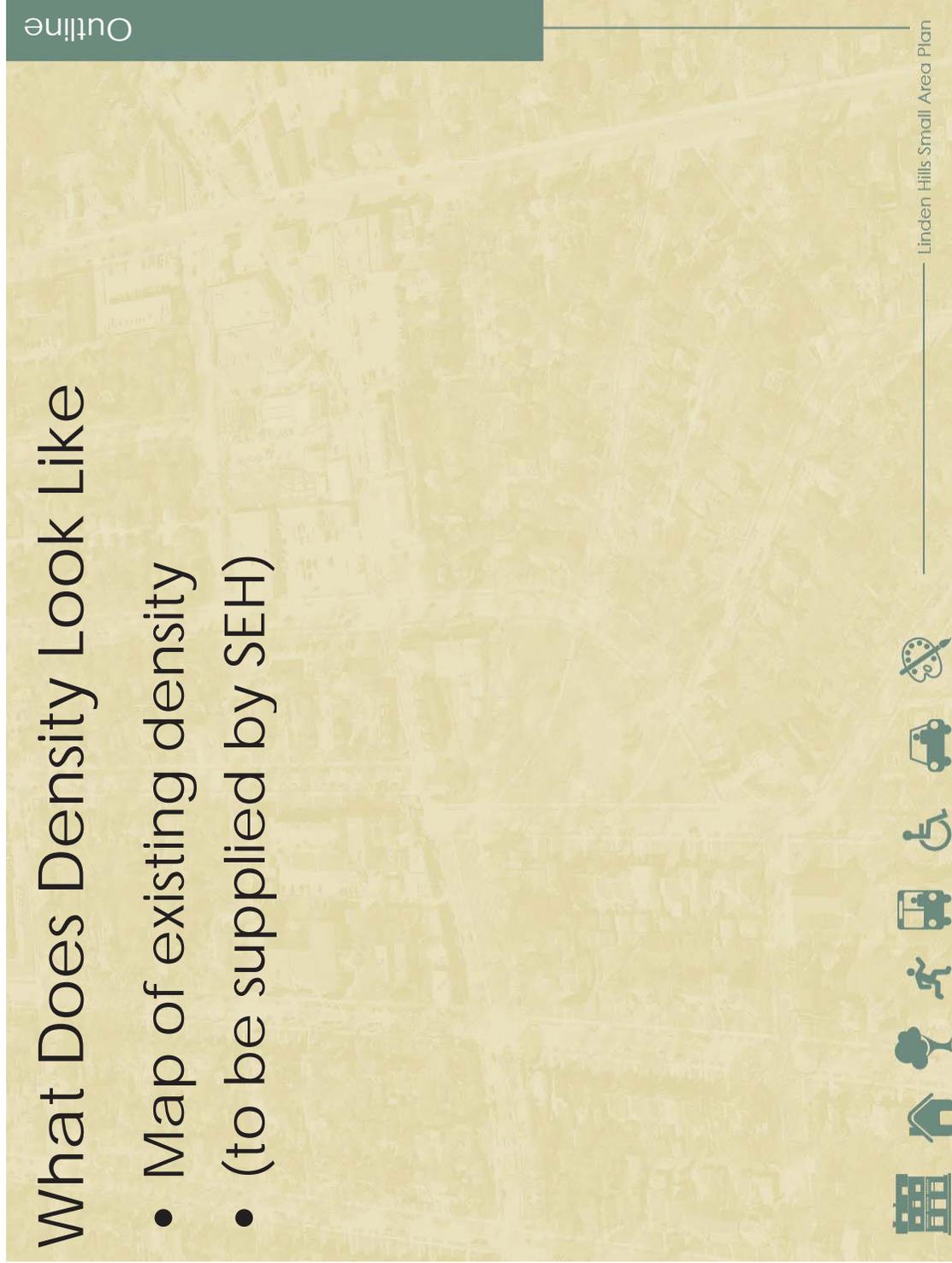
## Community Corridors

- France Avenue
- 44th Street West
- Encourages low to medium density along the Corridors and promotes more intensive residential development near Nodes where compatible with existing character.
- Supports small-scale retail sales and commercial services.



## What Does Density Look Like

- Map of existing density
- (to be supplied by SEH)



# Linden Hills Examples

Low Density: 7-20 dwelling units {du} /acre

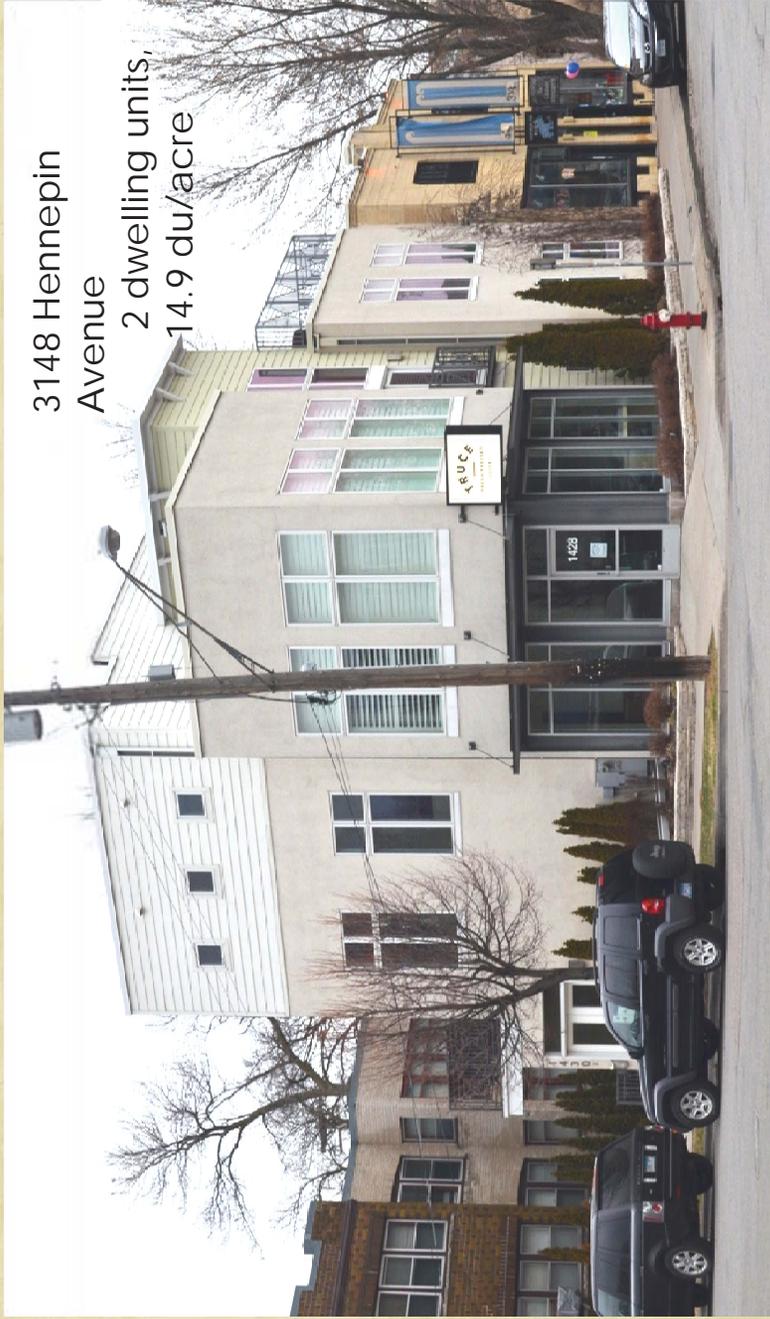


3824 44<sup>th</sup> Street West  
5 dwelling units, 11 du/acre



# Minneapolis Examples

Low Density: 7-20 dwelling units {du} /acre



# Linden Hills Examples

Medium Density: 20-50 dwelling units {du} /acre

4314 Upton Ave S

7 dwelling units, 36 du/acre



4415 Chowen Ave South

10 dwelling units, 43 du/acre



4425 Chowen Ave S

32 dwelling units, 37 du/acre



# Minneapolis Examples

Medium Density (20-50 dwelling units {du} /acre)

4954 Xerxes Ave S  
9 dwelling units,  
36 du/acre



# Linden Hills Examples

High Density: 50-120 dwelling units {du} /acre

4300 Upton Ave S

7 dwelling units, 53 du/acre



2727 43rd St W

52 dwelling units, 83 du/acre



2716 44th St W

15 dwelling units, 67 du/acre



# Minneapolis Examples

High Density: 50 -120 dwelling units {du} /acre

2803 38<sup>th</sup> Street E  
16 dwelling units, 70 du/acre



# Housing Options in Linden Hills

Type of Building	Number of Properties	Number of Units
Total	2501	3688
Single Family Home	2217	2217
Two Family Home	205	410
3 - 4 units	26	88
5 - 10 units	24	138
11 -20 units	13	173
20 or more units	16	642

Rental vs Ownership: Of the occupied housing units in Linden Hills, 70% are owner-occupied and 30% are renter occupied, compared to 49% owner-occupied and 51% renter-occupied for Minneapolis as a whole.



## Building & Site Design:

- Define scale for new developments in the context of nodes and corridors
- Discuss how to provide desired housing options
- Evaluate transitions between existing lower-scale properties and new development
- Consider where larger buildings might be allowed if they provide community benefits such as public parking, community spaces, pocket parks



# Connectivity | Movement | Traffic

## *Linden Hills is walkable*

Traffic impacts on walking are a concern.

Explore:

- Better connections between nodes and amenities
- Making walking & biking more attractive through:
  - Enhanced streetscapes
  - Better pedestrian connections
  - Traffic calming details - curb bump-outs at 44<sup>th</sup> & Beard
  - Bike lanes and parking



# Parking

City Comprehensive Plan Policies move to strike a balance parking supply and its impacts on environment and walkability of areas.

- Encourages shared parking
- Promotes alternatives to parking

## Explore

- Better use of existing supply
- Cost of structured/underground parking
- Impact of Critical Parking Restrictions on residents
- Impacts of providing parking on design of new buildings



# Breakout Sessions

## Four tables:

- 44<sup>th</sup> & France
- 44<sup>th</sup> & Beard
- 43<sup>rd</sup> & Upton
- France & 44<sup>th</sup> Corridors

Rotate after first 40 minutes so there's time to move through 2-3 tables

## Explore:

- Opportunities
- Building and site design
  - Height, length, massing and scale
  - Other character elements
  - Transitions to adjacent properties
- Parking impacts and challenges
- Integration of amenities
- Integration of sustainability
- Movement within nodes and to other areas in Linden Hills.



# 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:

[Brian Schaffer](#), AICP, Principal City Planner  
Minneapolis Department of Community Planning & Economic Development  
Phone: (612) 673-2670

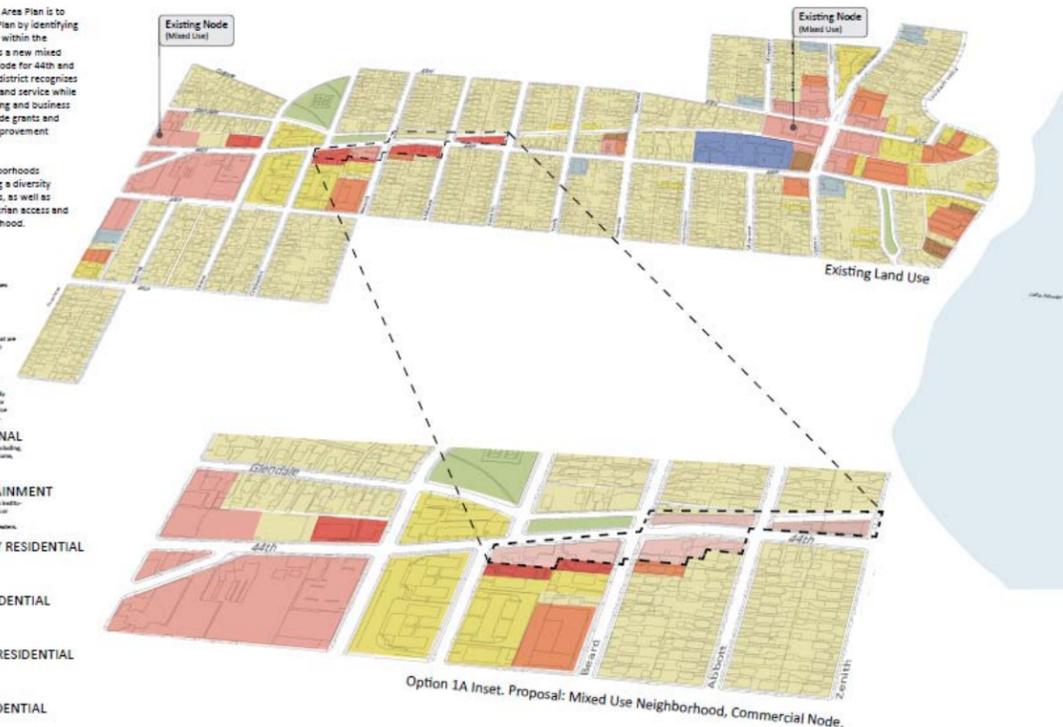
# Land Use Option A

## OPTION A

One of the functions of the Small Area Plan is to refine the city's future Land Use Plan by identifying specific desired land use changes within the neighborhood. Option 1A defines a new mixed use Neighborhood Commercial Node for 44th and Beard Ave. Establishing this new district recognizes the area's concentration of retail and service while providing opportunities for building and business owners to take advantage of facade grants and other City sponsored business improvement opportunities.

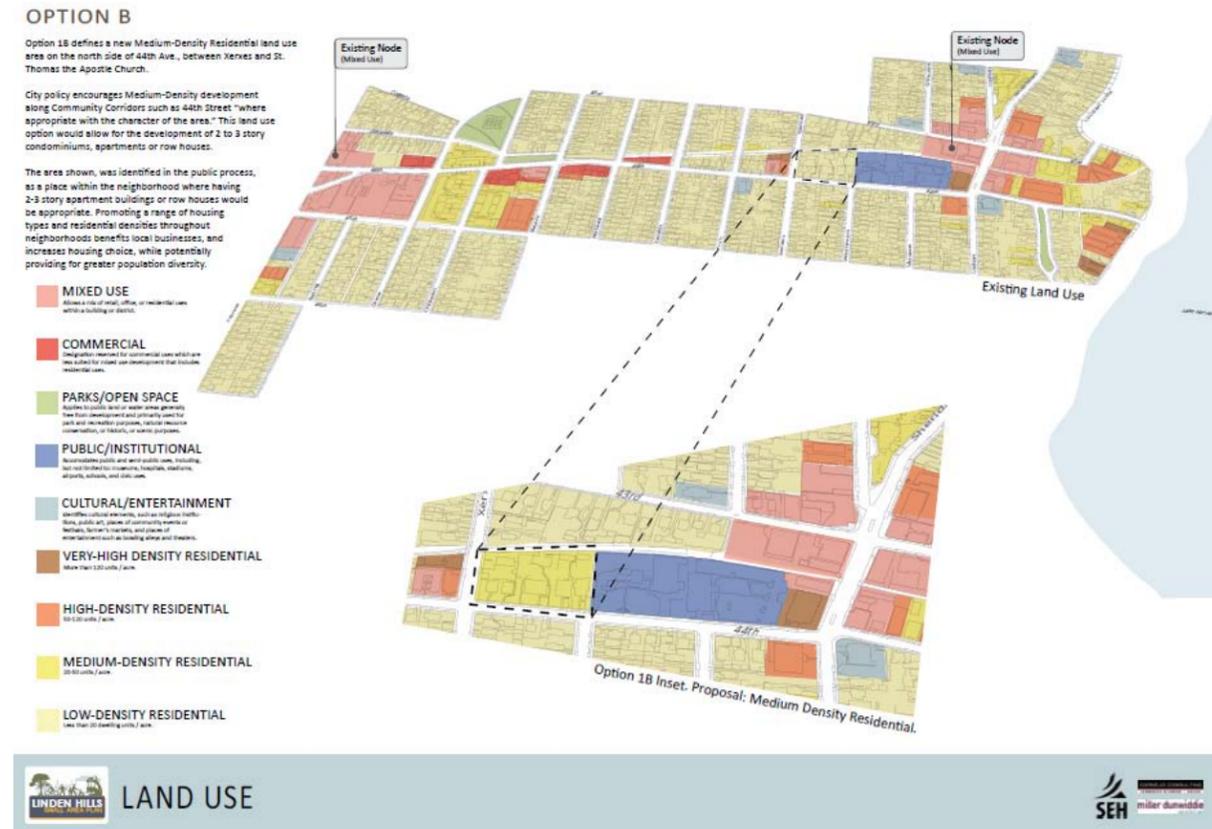
Mixed use districts benefit neighborhoods and business owners by attracting a diversity of activities, goods, and amenities, as well as providing impetus for safe pedestrian access and experiences around the neighborhood.

- MIXED USE**  
Allows a mix of retail, office, or residential use within a building or district.
- COMMERCIAL**  
Designated areas for commercial uses that are not suited for retail use development which includes residential use.
- PARKS/OPEN SPACE**  
Applies to public land or water areas generally free from development and primarily used for park and recreation purposes, natural resource preservation, or historic or scenic purposes.
- PUBLIC/INSTITUTIONAL**  
Residential and institutional uses, including but not limited to: libraries, hospitals, schools, churches, and city hall.
- CULTURAL/ENTERTAINMENT**  
Specialized cultural amenities, such as regional theaters, public art, places of worship, and places of entertainment such as bowling alleys and theaters.
- VERY-HIGH DENSITY RESIDENTIAL**  
More than 120 units / acre.
- HIGH-DENSITY RESIDENTIAL**  
75-120 units / acre.
- MEDIUM-DENSITY RESIDENTIAL**  
25-75 units / acre.
- LOW-DENSITY RESIDENTIAL**  
Less than 25 units / acre.



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"> <li>• It seems like some of that is happening there anyway, so why not build on it.</li> <li>• Building height, architecture, landscape must "blend in". Underground parking &amp; security mandate for development to occur.</li> <li>• Use streetscaping and lighting to make this district feel more connected to other nodes. Parking also must be a consideration.</li> <li>• I don't see any changes that focuses on more housing options.</li> <li>• I'd want multi-modal transit options along this corridor (ex: bike lanes, circulator transit to LRT station at West Lake St).</li> <li>• I own the home at SE corner of Abbott/44th and have been open to expansion of the Node at Beard/44th.</li> <li>• Retain historic streetcar right of way for future extension/restoration. Allow for more residential development in general.</li> <li>• Keep as C1 - 3 Story Max</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the square footage by changing surrounding zoning to allow development outwards rather than upwards.</li> <li>• Difficult to visualize what is changing and don't have other options to compare to yet.</li> <li>• Like - Would give the area a more vibrant feel between the two corridors. All depends on what the transportation mode would look like.</li> <li>• We need to encourage business to come and stay in the community.</li> <li>• adequate parking</li> <li>• You are not explaining the difference between mixed use and commercial. What are the advantages and disadvantages of making this change?</li> <li>• No low income housing</li> <li>• #1 concern is the proliferation of high density, too tall structures that introduce too much traffic and related parking problems in the area!</li> <li>• Parking &amp; transitions must be thoughtfully considered</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• don't turn residential into mixed use</li> <li>• 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?</li> <li>• The neighborhood has primarily been residential. I don't support more business. There are parking concerns as well as aesthetic disruptions</li> </ul>

# Land Use Option B



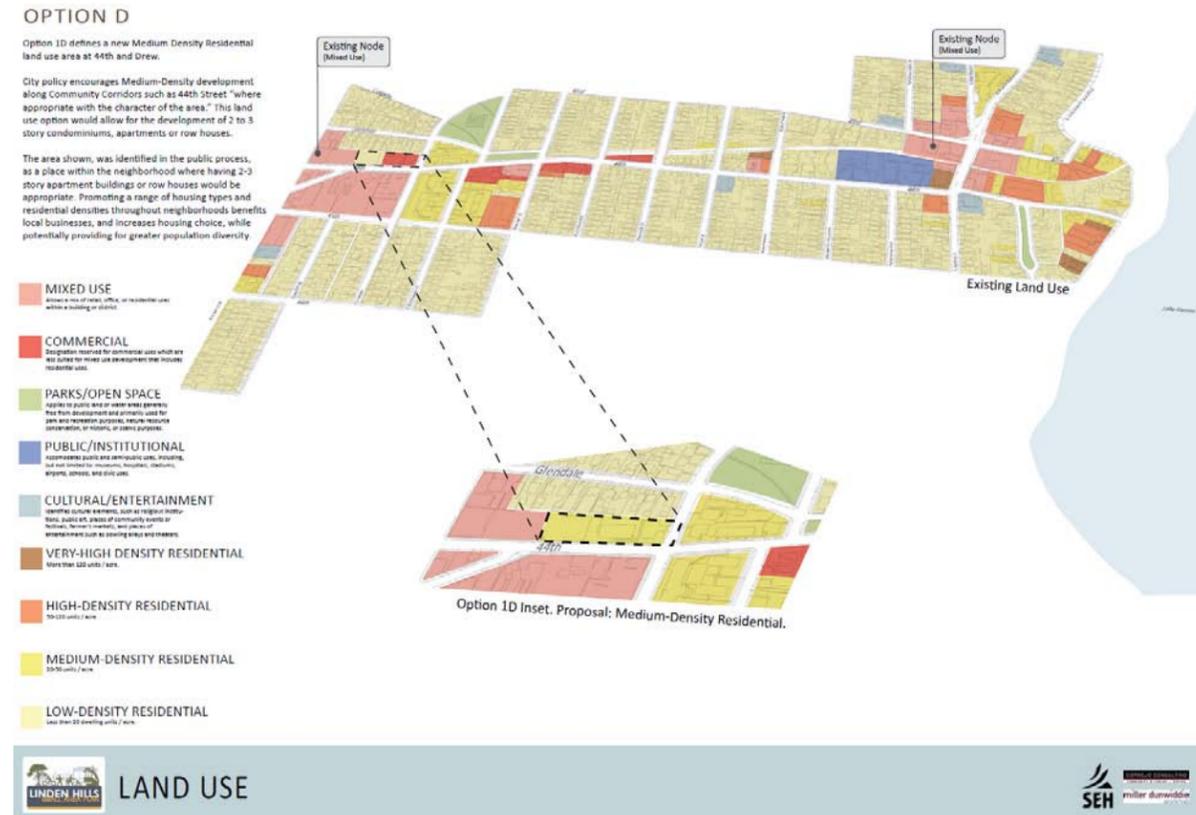
How much do you support Land Use Option B?		
Support (1) – 30 responses	Somewhat support (2) – 19 responses	Do not support (3) – 19 responses
In person Open House Green Dot (support) = 14		In person Open House Red Dot (do not support) = 14
What modifications do you recommend or comments do wish to offer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

# 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"> <li>Wow-bold initiative. Would really give the area a different look. Would scale back a little. Transportation would be key to making this work.</li> <li>I support but caution mixed use needs thorough to be economically viable. Build it and they will come will not work.</li> <li>support mixed use zoning in the neighborhood</li> <li>Again, I own the house at SE corner of Abbott &amp; 44th and support this vision.</li> <li>Mixed-use is a good designation. Focus on new residential to support existing businesses. Don't set arbitrary limits on height.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>I like the mixed use plan but think it should allow for new development that reflects the character and small scale of the neighborhood.</li> <li>The additional businesses may be great for many, but I feel it would put an undue burden on the owners of the residential properties.</li> <li>fearful of making 44th a busy street with too much business, traffic/clogging/people changes the vibe of the area. have enough retail now.</li> <li>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.</li> <li>Can this be controlled?</li> <li>traffic issues a problem?</li> <li>with appropriate transitions</li> <li>traffic congestion and modify roads and traffic control for access to this area. esp. troublesome in the 44th-46th Streets on France Avenue.</li> <li>This area needs more transit if you add more population density, especially to downtown during rush hour and to the U of M</li> <li>I cautiously support this use. Expansion beyond the level that can be accommodated for traffic &amp; parking is a great concern.</li> <li>More mixed use that the neighborhood can support.</li> </ul>	<ul style="list-style-type: none"> <li>I don't want to change the homes to businesses, even if the buildings are the same.</li> <li>The commercial districts should be connected - far too much talk of "downtown" Linden Hills versus the other business areas currently!</li> <li>Do not fully understand this proposal</li> <li>This seems like hoping for gradual (and nearly invisible) change and isn't actually going to promote smart growth in LH.</li> <li>horrible 44th is still a residential street this will overdevelop it, ridiculous overreaching</li> <li>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.</li> <li>restaurants prohibited?</li> <li>I do not support more business in our residential area. There is already enough</li> <li>a comprehensive traffic generation &amp; parking study will be required, site &amp; corridor transitions must be defined w/ in the SAP document,</li> <li>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</li> </ul>

# 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"> <li>• Yep, totally fine with that.</li> <li>• allow this in other areas in Linden Hills, too. Need more condo options. Surrounding 43 &amp; Upton would be a perfect area to encourage this.</li> <li>• The Kindercare &amp; public housing aren't the first candidates at that end of 44th that come to mind as warranting redevelopment.</li> <li>• Keep at 2-3 Story</li> </ul>	<ul style="list-style-type: none"> <li>• Near transit - this makes sense.</li> <li>• Would this be government subsidized housing, similar to the row houses already existing in that area?</li> <li>• Daycare (itself a valuable amenity) seems likely to stay. This is fine, but not enough to encourage smart &amp; sustainable growth in LH.</li> <li>• High density as France Ave is a major transit route</li> <li>• I like the idea of rowhouses</li> <li>• Should be low density..</li> <li>• I have a <b>STRONG</b> desire to maintain MHA housing within this parcel. If this housing were to someday be more dense, that would work.</li> <li>• <b>TRAFFIC CONCERNS</b> with increased density</li> <li>• Those uses are practiced on site now. Any greater density and use is not favored.</li> <li>• increase density=increase traffic. What are your ideas about this?</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• Status quo...</li> <li>• Given the location, this property would be better suited for mixed use.</li> <li>• No low income housing</li> <li>• 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</li> <li>• what are other options?</li> <li>• This area already is heavily commercial - the mixed-use designation of property to the South is inaccurate.</li> </ul>

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

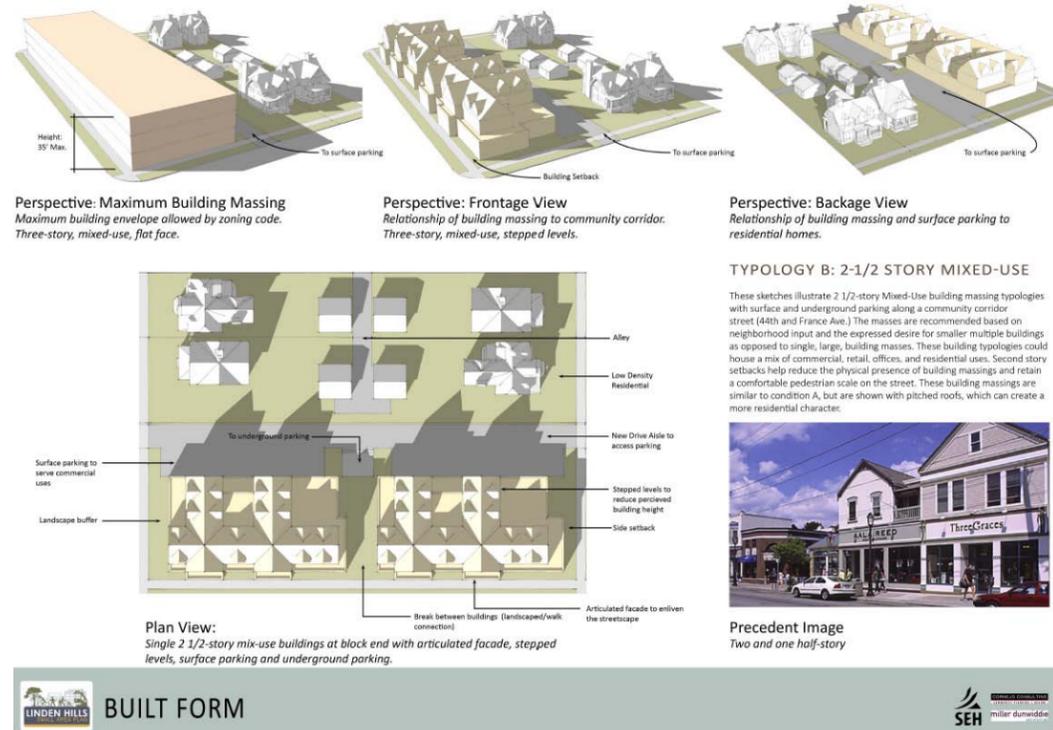


How well does this Built Form Option address concerns regarding the size (massing, scale, height) of new buildings?		
Support (1) – 24 responses	Somewhat support (2) – 26 responses	Do not support (3) – 17 responses
In person Open House Green Dot = 27		In person Open House Red Dot = 21

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

<ul style="list-style-type: none"> <li>Materials are obviously an important part of this too.</li> <li>It's important to maintain the charm of the neighborhood with the style of architecture if building at this scale.</li> <li>acceptable, but not first choice----top floor setbacks very helpful</li> <li>Stepped back is key.</li> <li>I do not have concerns regarding size at the locations discussed.</li> <li>Focus more on form and less on height limits. Make sure buildings have active ground floor presence. No blank walls! More windows and doors!</li> </ul>	<ul style="list-style-type: none"> <li>2 story would be better. The buildings still look like they “tower over” the residential homes.</li> <li>If done archetectually to fit the period of the buildings and homes in the area, it COULD work...</li> <li>The “Precedent Image” is my 1<sup>st</sup> choice for development use.</li> <li>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.</li> <li>massing and scaling ok, design out of context for the area</li> <li>Lower scale against the alley. This drawing does not reflect typical conditions in linden hills. The lots run perpendicular to the alley!</li> <li>I think 4-5 stories would be better in the long run -- cheaper per unit to build – cheaper oer unit to maintain</li> <li>I remain suspicious about designs that are characterized as limited to three levels when four have been visible in some developers plans!</li> <li>I like the smaller scale feel but putting these types of buildings on 44<sup>th</sup> brings in more vehicles. Our streets will be too busy won't they?</li> <li>To make it density efficient I would allow taller structures.</li> <li>Requirement for underground parking make cost of new construction prohibitive relative to the number of units.</li> </ul>	<ul style="list-style-type: none"> <li>Do you really think that anyone in this neighborhood would go for anything other than #3? All are cookie cutters designs.</li> <li>Not allow them</li> <li>first story too tall, too tall for height of 3 stories in linden hills, where is option to roll back codes to less then presently exists</li> <li>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</li> <li>no appropriate transition to s/f homes</li> <li>reduce height, mass, density, provide transitions,fewer units!</li> <li>How tall are houses? Same height as building? They look much shorter in image.</li> <li>These are too large. Buildings should be along the lines of these located in the commercial area at 43<sup>rd</sup> and Upton in terms of look and size</li> <li>Any new construction dramatically decreases the aesthetic appeal of the neighborhood, particularly non residential construction</li> </ul>
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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"> <li>• Very cute!</li> <li>• Much better</li> <li>• Probably the best fit for the neighborhood</li> <li>• This style of construction blends well with the existing area but may limit new development.</li> <li>• Excellent choice</li> <li>• I like the pitched roofs- feels more neighborly. Would pitched roofs work better for solar panels? Would love to see energy efficiency</li> <li>• This seems more fitting in scale next to houses, than the previous example. But the previous example was nice, too.</li> <li>• More fitting with the area character and current designs / usage.</li> </ul>	<ul style="list-style-type: none"> <li>• I prefer A. I don't think we need to dictate design to the roof-pitch level &amp; 2.5 stories may be awkward/unworkable for some desirable uses.</li> <li>• 2.5story much more appropriate than 3, consider underground parking,&amp;no balconies on front or sides that may look over single family homes.</li> <li>• better than the first option</li> <li>• I I like the amount of surface parking</li> <li>• Concept for rooflines, articulated facades represents today's architectural fads and may not be viable in 20 years..</li> </ul>	<ul style="list-style-type: none"> <li>• Only work with front porches on EVERY building.</li> <li>• Difficult to have mix use in 2 story buildings</li> <li>• -- the present two story commercial buildings were built 100 years ago – the area has grown -- to conserve we need taller buildings</li> <li>• setbacks should be greater/7ldg.. depth reduced, more rear yard</li> <li>• still too massive,? Height, parking bunker too heigh above grade,,</li> <li>• Again, how to compare unless all option are presented side-by-side? This survey format is not acceptable. Thank you!</li> <li>• looks like a subdivision in the ex-urbs. Each house should have individual character, different size, shape, etc. even if they are connected</li> <li>• Don't build non-residential. We have enough business</li> <li>• I don't like the look of these.</li> <li>• still too massive &amp; intrusive</li> <li>• Not enough density</li> </ul>

**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?		

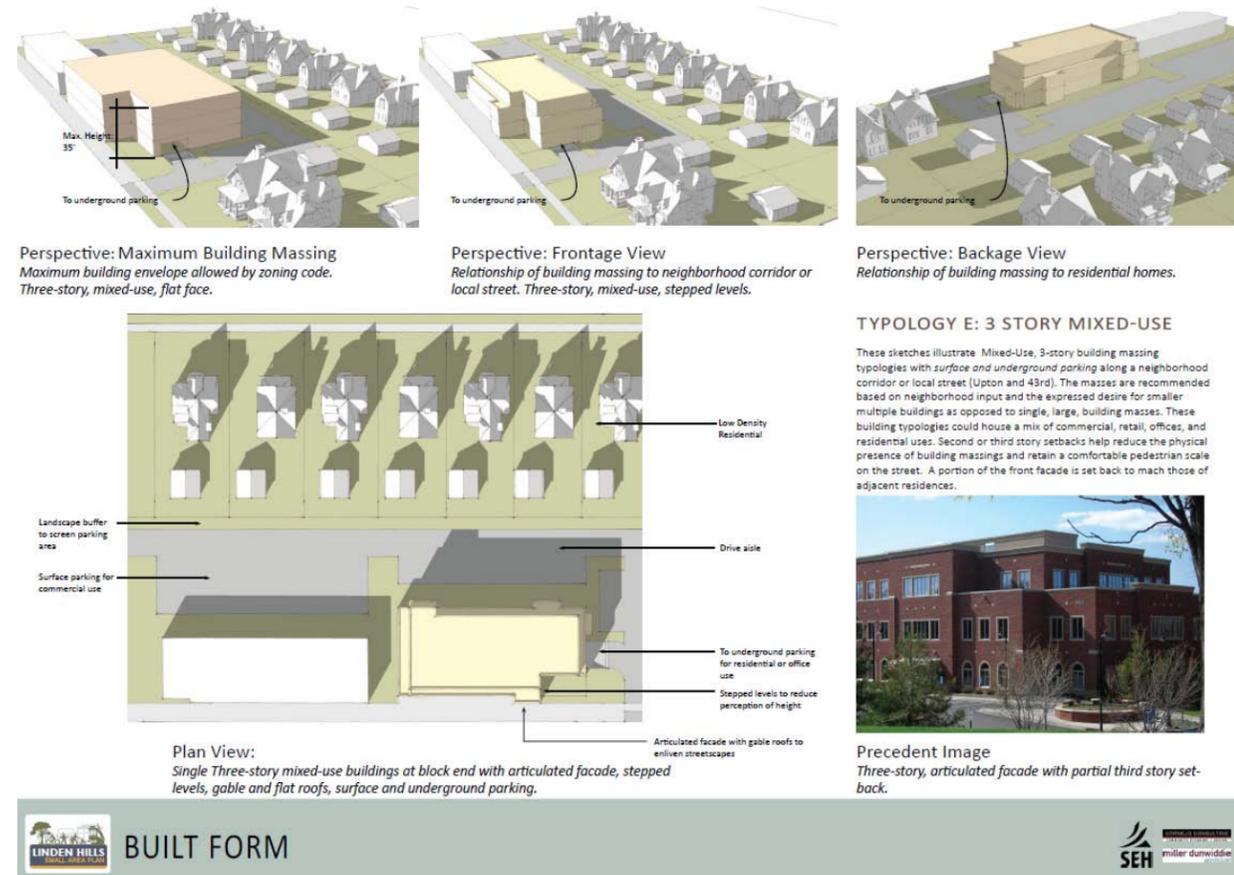
<ul style="list-style-type: none"> <li>• More density to match goals of city of mpls. Solves housing problems for empty nesters/professionals who don't want to own</li> <li>• What time of day are your shadow studies?</li> </ul>	<ul style="list-style-type: none"> <li>• Starting to get a little big here, might overwhelm existing structures.</li> <li>• 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.</li> <li>• 4 stories seems too big for scale of neighborhood</li> <li>• make the incongruent and multi units buildings taller – to conserve energy</li> <li>• No blank walls. More windows and doors. Street entrances require to ground level residential units. Activate the street!</li> <li>• Allow taller structures to maximize density</li> </ul>	<ul style="list-style-type: none"> <li>• Jesus this is ridiculous. How to make it better? Reduce a story and actually have some design aesthetic. Please fire this architect.</li> <li>• Works, but you'll never get it past the other residents.</li> <li>• This option is awful. My family will not support this type of development.</li> <li>• This height and mass of development is not in character with the surrounding neighborhood.</li> <li>• set it back from the street and include landscaping in front...reduce to 3 stories</li> <li>• Stepped back is better look.</li> <li>• This feels/looks like 50<sup>th</sup> and France, which is not a desirable look or feel for Linden Hills.</li> <li>• Too big</li> <li>• This looks incongruent in mass and height. Eclipses surrounding structures. Inappropriate.</li> <li>• 3-story maximum height</li> <li>• This is too massive</li> <li>• Remove one floor &amp; step back toward alley, add roof forms to lower scale.</li> <li>• not incongruent !!</li> <li>• incongruent W/ neighborhood</li> <li>• same comment</li> <li>• way too big, this is a neighborhood. 2 story max.</li> <li>• Reduce the height...NO FOUR STORY BUILDINGS! Not a good transition to low density housing</li> <li>• Adamantly, completely opposed to massive four story structures or anything over 35 feet above grade in the area!</li> <li>• Not supportive of more business construction. The neighborhood has enough!</li> <li>• Needs to be lower and smaller overall.</li> <li>• 4 stories unacceptable in any configuration</li> <li>• these are too large for the 44<sup>th</sup> corridor.</li> <li>• Four stories is too tall! Side entrances to underground parking waste access provided by alley.</li> </ul>
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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"> <li>Roof type variation an improvement over C. Surface parking not perfectly desirable but probably a necessary economic concession.</li> </ul>	<ul style="list-style-type: none"> <li>Better than option C, but might be a little overwhelming as well.</li> <li>The “Precedent Image” I support.</li> <li>Gable example not bad, still seems like there should be more gradual height change when it meets house, so not as abrupt?</li> <li>3 stories or 3.5 stories instead.</li> <li>too high</li> <li>Like typology B, feels forced with the pitched roof rather than flat. Prefer Typolgy C to D.</li> <li>4-stories still too tall. Marginally better than previous 4-story option, as surface parking reduces the shadow on houses across the alley.</li> </ul>	<ul style="list-style-type: none"> <li>God awful. How to make it better? Just remove this option. Too big. Too ugly. Save this for Woodbury or Maple Grove.</li> <li>I absolutely don’t want to go over 3 stories.</li> <li>Really? An alley AND a parking lot!?</li> <li>Some street parking is consistent. Flat face and full envelope would overwhelm area. Could work with stepped levels and setbacks.</li> <li>2-3 stories and set back from sidewalk with more landscaping</li> <li>Too tall</li> <li>does not fit at all</li> <li>too high!</li> <li>Improved over previous 4 story proposal, but still eclipses surrounding structures, too big/tall. Also no balconies on back or sides.</li> <li>Roof types are better than condition C, but 4 stories is too large – 3-story maximum height.</li> <li>4 stories is just too tall</li> <li>Remove one to two floors, add roof forms to relate to residential</li> <li>commercial 1<sup>st</sup> fl. Plus 1.5 story res. Total 2.5 floors ,, 9ldg.. depth half the depth of lot =[127.5 /2=63.75’]..remaining 63.75ft. is parki</li> <li>same as above comments,HOWEVER worse due too traffic increase &amp; parking..</li> <li>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.</li> <li>way too big, and looks too sterile. Each unit needs individual character and historic charm. 2 story max</li> <li>Reduce the height, again four story buildings are too tall, too much density for the area. Traffic and huge parking concerns.</li> <li>As stated, 100% opposed to four story or greater structures and any zoning changes that would allow it in our primarily residential area.</li> <li>Don’t ruin the neighborhood just to sell out to big business!</li> <li>Needs to be lower and smaller overall.</li> <li>spatial separation slightly better, density &amp; massing too great</li> <li>4stories are too dense for 44<sup>th</sup>. I do like that the parking doesn’t use the alley for the residential homes.</li> </ul>

**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"> <li>Stepped levels and required setbacks help blend with area.</li> </ul>	<ul style="list-style-type: none"> <li>Still too blocky.</li> <li>Why are the garages NOT attached?</li> <li>Still would prefer 2 to 2.5 story</li> <li>Like – this can work if the designs match the period of the other buildings and/or homes in the area.</li> <li>Must not allow max. 10ldg.. massing- this would be ugly! Good design would ease the impact of this large building.</li> <li>This has more green space/parking, but flat face too plain?</li> <li>better, if you make it look like an old school or something. Needs historic charm</li> <li>Move it away from low density housing</li> <li>Better than any 4-level structures, but the form and mass are still too great and ugly as sin.</li> <li>No comment on the building. Screen the surface parking better or just have less of it in general.</li> <li>Taller structure</li> </ul>	<ul style="list-style-type: none"> <li>No character to this thing. One giant blob of a monstrosity.</li> <li>I don't support this imagery.</li> <li>Are you really trying to lower the property values of single family residences?</li> <li>Too boxing more of an office building</li> <li>the picture looks so very institutional...we have enough of those unattractive condo buildings in our area already</li> <li>boring</li> <li>too industrial</li> <li>Needs green space buffer between parking &amp; residences, roof forms on top floor to reduce scale.</li> <li>needs to be taller</li> <li>too much going on W/ mixed uses</li> <li>not sensitive to S/F density..too high,too dense, too much bolk,</li> <li>depends on site. See prior comments.</li> <li>Please don't allow more businesses to ruin the quaint neighborhood</li> <li>maybe it is the choice of a hospital-looking precedent that is unappealing! Like underground parking. Like 4 story height.</li> </ul>
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# Cultural Resources



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

# 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"> <li>Option A (44<sup>th</sup>): 21</li> <li>Option B (Trolley ROW) : 13</li> <li>No response: 1</li> </ul>	<ul style="list-style-type: none"> <li>Option A: 4</li> <li>Option B: 4</li> <li>No response: 1</li> </ul>	<ul style="list-style-type: none"> <li>Option A: 8</li> <li>Option B: 6</li> <li>No response: 9</li> </ul>
In person Open House <ul style="list-style-type: none"> <li>Green Dot for Option A = 10</li> <li>Green Dot for Option B = 1</li> </ul>		In person Open House <ul style="list-style-type: none"> <li>Green Dot for Option A = 11</li> <li>Green Dot for Option B = 19</li> </ul>
Are there other trolley route options that should be considered?		
<ul style="list-style-type: none"> <li>Finally!</li> <li>Actually prefer a combination of both-Like the old corridor and the north/south connection on the west end. <b>THIS HAS TO HAPPEN FO SUCCESS..</b></li> <li>Extend it to go into uptown at least to Lakewood 12emetry</li> <li>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?</li> <li>We like it going to 50<sup>th</sup> and France.</li> <li>trolley route should tie in with existing transit and should help people commute to and from work more efficiently</li> <li>Option B is very appealing if you could also allow access to garages, a bike and walking lane through the alley.</li> <li>Either one is great, as long as we can get a trolley! That would rule!</li> </ul>		<ul style="list-style-type: none"> <li>Too expensive and we have more important issues to address. Lower property taxes!</li> <li>We already have city buses. It seems simpler to bring back the original routes that traversed Linden Hills, or expand on the current route.</li> <li>No!</li> <li>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...</li> <li>I'd love this if it weren't my tax dollars; otherwise seems indulgent.</li> <li>Prefer neither. The area does not need it, can't afford it, don't want it.</li> <li>There is <b>NO NEED</b> for a disruptive trolley in the neighborhood.</li> <li>Not supportive if not self supporting</li> <li>The trolley right of way was appropriated in the 1980's - it is gone. <b>ALLOW NO MOTORIZED VEHICLES (TROLLIES OR CARS) ON THIS RIGHT OF WAY.</b></li> <li>a trolley circulator needs to incorporate more area</li> <li>Extend existing streetcar in ROW. Connect to Uptown Transit Center and France Avenue. Destinations beyond that served by other modes</li> </ul>

## 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.



MULTIMODAL TRANSPORTATION



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"> <li>Option A: 22</li> <li>Option B: 20</li> <li>No response: 2</li> </ul>	<ul style="list-style-type: none"> <li>Option A: 6</li> <li>Option B: 4</li> <li>No response: 5</li> </ul>	<ul style="list-style-type: none"> <li>Option A: 2</li> <li>Option B: 1</li> <li>No response: 8</li> </ul>
In person Open House <ul style="list-style-type: none"> <li>Green Dot for Option A = 12</li> <li>Green Dot for Option B = 4</li> </ul>		In person Open House <ul style="list-style-type: none"> <li>Red Dot for Option A = 4</li> <li>Red Dot for Option B = 4</li> </ul>
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"> <li>I would like to see bike garages or safe lockers so folks can commute to work in LH.</li> <li>I like to keep bikes off the roads if possible.</li> <li>Glad we have NiceRide now. A public repair spot (Health Partners has these up on various metro trails) would be great too.</li> <li>Permanently installed hand pumps might be a good idea.</li> <li>need to consider intersections, more bikeways always a good thing</li> <li>Love the nice ride station! Maybe partner with the gas station on sunnyside and France or tommy cyclery to have a bike repair station.</li> <li>Note: vehicular traffic is one-way on that part of Queen, and entering onto North/South streets mid-block is dangerous!</li> <li>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</li> <li>Strongly support more bike facilities, but not in streetcar ROW. Prefer to see streetcar extended. Bikes by businesses, not hidden in back</li> </ul>	<ul style="list-style-type: none"> <li>I don not care about bikes, but do want them away from cars</li> <li>why in either option do we add TWO nearly parallel bike lanes? Why not one?</li> <li>I think both would work fine.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Very dangerous on 2 lane roads. Traffic is already an issue Witt taking up more space for bikes</li> <li>Why not fix the roads for cars instead?</li> <li>Not supportive of opening up closed ally way. Bike lanes are not needed in Linden hills. Waste of resources</li> <li>Prefer neither. Cars, walkers, runners, trolleys, bikers, strollers, etc. all sharing limited, crowded space do not mix well!</li> </ul>

# 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
- Decorative Pedestrian Lighting
- Bump-outs (Curb Extensions)



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 rain gardens 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"> <li>• Absolutely. Lighting is critical to creating a consistent feel and inviting presence in the business nodes.</li> <li>• and in the surrounding 3-4 blocks around the area</li> <li>• Big-time yes!</li> <li>• Closing Sunnyside to cars would improve ped. Experience &amp; eliminate 2 tough intersections! Have to address access to Coop and Gardens though</li> <li>• I support bumpouts and painted pedestrian crossings</li> <li>• I'd remove 43<sup>rd</sup> St as a priority and do the rest, first. 😊</li> <li>• I'm glad the Sunnyside area is being addressed since it's not very ped-friendly at the moment.</li> <li>• Love this.</li> <li>• make sure sidewalks are fully ADA compliant, sidewalks in this area often aren't, which puts wheel chairs in the street.</li> <li>• Signs at every intersection to let motorists know that pedestrians have the right-of-way. Whatever it takes to slow down the cars on 44<sup>th</sup></li> <li>• Sunnyside is a mess. The intersection of Sunnyside and 44<sup>th</sup> is super dangerous. Close Sunnyside to car traffic between 44<sup>th</sup> and France.</li> <li>• 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</li> <li>• Yes! Reduce crime and feel safer</li> </ul>	<ul style="list-style-type: none"> <li>• Put lighting on PATH right of way vice 44<sup>th</sup> Street.</li> <li>• The pedestrian walkway should parallel the streetcar route. That needs to be the major focus here...</li> <li>• Use down-facing cones to eliminate "light pollution" in the sky, yet allow for ease of nighttime walking.</li> </ul>	<ul style="list-style-type: none"> <li>• Put lighting on PATH right of way vice 44<sup>th</sup> Street.</li> <li>• The pedestrian walkway should parallel the streetcar route. That needs to be the major focus here...</li> <li>• Use down-facing cones to eliminate "light pollution" in the sky, yet allow for ease of nighttime walking.</li> </ul>
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# Parking

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?

- 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 Green Dot
- Screening of multideck parking structures is imperative, screen by buildings. – This received 7 Green Dots

### PARKING

44TH AND FRANCE



Off Street Parking Numbers at Location: 287 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: 352 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



**XERXES GATED ALLEYWAY**

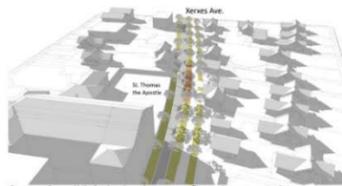
The alleyway between Upton and Xerxes Avenues is currently closed midway by a locked gate. This closure requires Upton and 43rd St. commercial node alleyway users to either cut through the private parking lot of Setterg's Hardware or turn around and exit onto Upton Ave. The current use of the hardware store parking lot as a thoroughfare 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.



**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 Setterg's Hardware or turn around and exit onto Upton Ave. The current use of the hardware store parking lot as a thoroughfare 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 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



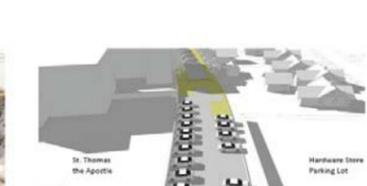
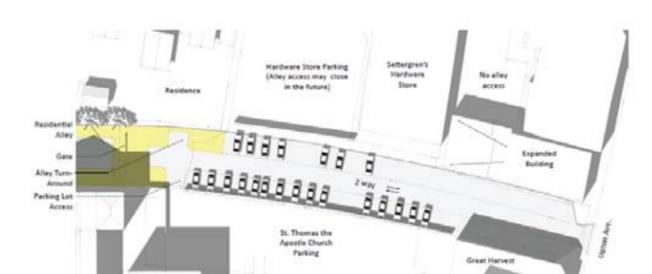
**XERXES GATED ALLEYWAY**

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 Setterg's Hardware or turn around and exit onto Upton Ave. The current use of the hardware store parking lot as a thoroughfare 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 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"> <li>Option A: 36</li> </ul>	<ul style="list-style-type: none"> <li>Option B: 14</li> </ul>	<ul style="list-style-type: none"> <li>Option C: 14</li> </ul>
<p>In person Open House</p> <ul style="list-style-type: none"> <li>Green Dot = 26</li> <li>Red Dot = 10</li> </ul>	<p>In person Open House</p> <ul style="list-style-type: none"> <li>Green Dot = 21</li> <li>Red Dot = 6</li> <li>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</li> <li>Comment B - Why is the public roadway/alley closed to the public?</li> </ul>	<p>In person Open House</p> <ul style="list-style-type: none"> <li>Green Dot = 9</li> <li>Red Dot = 26</li> </ul>
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"> <li>A or B It is ridiculous that this was ever closed.</li> <li>Rough textured paving would really give it wonderful charm.</li> <li>The bike lane is sensible &amp; green, still provides a buffer. More rough pavement in A would be nice.</li> <li>If the trolley does not run this route, it should be opened to pedestrian and vehicle paths.</li> <li>This needs to be opened.</li> <li>We support turning alleyway into bike-only path</li> <li>Love the idea of opening up this alleyway!</li> <li>large ramp facility needed in this hidden area.</li> <li>I do not want to see property owners, unless agreed upon, affected by opening the alley.</li> </ul>	<ul style="list-style-type: none"> <li>Please open this! Why was it ever closed. Very hard for trucks and plows to get in and out</li> </ul>	<ul style="list-style-type: none"> <li>The alley exit on Xerxes is too close to stop sign and light--seems a danger for accidents.</li> <li>Three poor options. Open alley creates a "freeway" mentality--shortcut How about indemnify Setterg. and put down thicker asphalt for traffic?</li> <li>Open the gate but eliminate cars from east side lot. Turn it into park land and ask the hardware store to allow pedestrian access.</li> <li>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.</li> <li>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.</li> </ul>
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"> <li>Do not spend anymore money on this unless it opens!</li> <li>Keeping it closed is a bad idea.</li> <li>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!</li> <li>This needs to be opened</li> <li>A way to see/predict the paths of the many pedestrians that use it regularly.</li> <li>daytime parking meters</li> </ul>	<ul style="list-style-type: none"> <li>More parking</li> <li>safety for pedestrians</li> </ul>	<ul style="list-style-type: none"> <li>Create bike/ped. path through alley</li> <li>I would like to see a bike &amp; walking path through the alley.</li> <li>Get rid of the gate. Repave what garage access requires. Convert the rest to greenspace with coordinated circulation to the east lot/park.</li> <li>walk/bike path in conjunction with alley drive for residents to their garages. Low lighting and benches, bike lockers, better green scape.</li> <li>The "alley" is technically a streetcar right-of-way and has never been designated as an alley. Landscape it to prohibit any vehicle access.</li> </ul>

# Sunnyside Avenue Redesign Options

## SUNNYSIDE AVENUE REDESIGN OPTIONS

Issues of pedestrian safety and vehicular 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.



Plan View



Aerial view looking north-east



Pedestrian view looking north-east

### 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.



Plan View



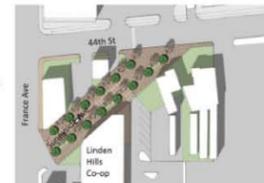
Aerial view looking north-east



Pedestrian view looking north-east

### 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.



Plan View



Aerial view looking north-east



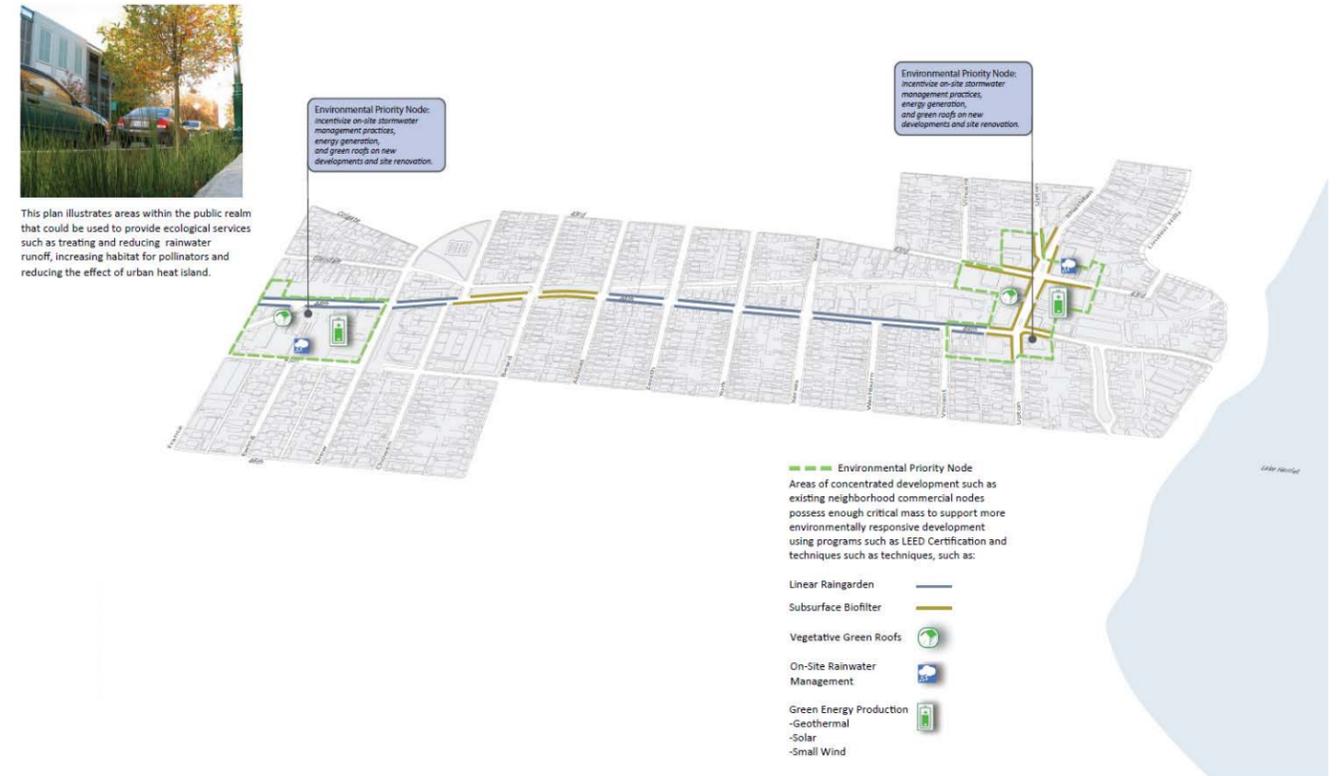
Pedestrian view looking north-east



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"> <li>Option A: 13</li> <li>Option B: 6</li> <li>Option C: 12</li> <li>No response: 2</li> </ul>	<ul style="list-style-type: none"> <li>Option A: 11</li> <li>Option B: 3</li> <li>Option C: 7</li> <li>No response: 2</li> </ul>	<ul style="list-style-type: none"> <li>Option A: 3</li> <li>Option B: 1</li> <li>Option C: 1</li> <li>No response: 5</li> </ul>
In person Open House <ul style="list-style-type: none"> <li>Option A = 15</li> <li>Option B = 0</li> <li>Option C = 4</li> </ul>		In person Open House <ul style="list-style-type: none"> <li>Option A = 11</li> <li>Option B = 14</li> <li>Option C = 13</li> </ul>
Do you have comments on this idea, or these concepts you wish to share?		
<ul style="list-style-type: none"> <li>I believe the traffic needs to run one-way West. This should have been presented as an option.</li> <li>A or B are best. C is too closed for such a busy area.</li> <li>None</li> <li>At this point, blocking the intersection isn't necessary and would create an issue for cars traveling from west of France.</li> <li>I fear that closing off the area completely to traffic will divert traffic into neighboring residential areas</li> <li>Just to work carefully with businesses. This would be a huge win!</li> <li>It's really dangerous now</li> <li>Sunnyside needs to be closed!, but then the buildings should be allowed to expand as well.</li> <li>LOVE THE PEDESTRIAN PLAZA IDEA!!! This road could be greatly improved if it were no longer a road.</li> <li>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</li> <li>Love option C. Woonerf = winning!</li> </ul>	<ul style="list-style-type: none"> <li>If done,it only works entering from 44<sup>th</sup>, not France Ave.</li> <li>On 45 th &amp; Ewing, options b&amp; c will defer more traffic into our neighborhood.</li> </ul>	<ul style="list-style-type: none"> <li>needs to be addressed in context of likely future density (and traffic) on Sunnyside lot and lots to the east.</li> <li>options divert traffic to Drew Ave off the main corridor into residential area. NOT ENOUGH CHARACTERS ALLOWED TO SHARE CONCERNS</li> <li>I like having Sunnyside as a 2 way street</li> </ul>

# 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"> <li>We must protect our lakes for both marine life and human use.</li> <li>Just don't get carried away with this.</li> <li>Green bld policies and stormwater management is very important. Best to include in the plans from the beginning, not as an after thought.</li> <li>Love this!</li> <li>strongly encourage but not require</li> <li>LEED certification may be an unnecessary expense. Also remember that nothing is greener that density in urban areas like ours.</li> <li>i encourage the use of green building technology, but projects do not need to be LEED certified.</li> <li>Sounds nice</li> <li>Caution: it takes a lot of "green" (\$\$) to promote being green. Do we have that? How much? How sustainable is that investment?</li> <li>Does the City have grants to help support the costs of LEED and MN B3?</li> <li>why exclude residential from LEED</li> </ul>	<ul style="list-style-type: none"> <li>Too much power given to this.</li> <li>Encourage All types of business models. Manage costs. Property taxes too high</li> <li>Lots of other ways to manage water quality.</li> </ul>	

# Green Infrastructure

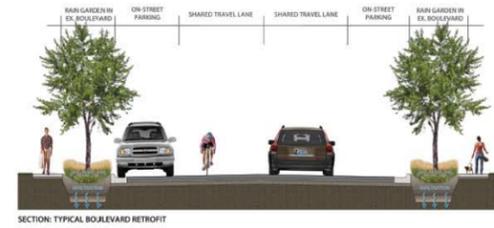
## RESIDENTIAL ALTERNATIVES

### 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



LINDEN HILLS GREEN INFRASTRUCTURE - PROTOTYPES



LINDEN HILLS 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"> <li>• Median = 4 hours</li> <li>• Avg = 5.167</li> <li>• Min = 2</li> <li>• Max = 20</li> </ul>	<ul style="list-style-type: none"> <li>• Median = 3 hours</li> <li>• Avg = 3.42</li> <li>• Min = 2</li> <li>• Max = 8</li> </ul>	<ul style="list-style-type: none"> <li>• Median = 0 hours</li> <li>• Avg = 0</li> <li>• Min = 0</li> <li>• Max = 0</li> </ul>

## 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



## MEETING SUMMARY

### Linden Hills Small Area Plan Steering Committee #1.

**January 24, 2013, 6:00 PM Linden Hills Park Building**

**Attendees:** Constance Pepin, Christy Prediger, Grant Hawthorn, Jean Johnson, Dave Luger, Ann Voda, Rick Anderson,, Ken Stone, Eric Hanson, Jim Scott, Aaron Tag, Larry Lavercombe, Sara Jaehne, Pat Smith, Brian Schafer, Dan Cornejo, Chuck Liddy, Ana Nelson, Bob Kost, Roger Cummings, Caroline Kent.

#### **Discussions:**

1. Committee members introduced themselves and offered brief statements regarding their motivations for serving on the committee and goals / interests for the Small Area Plan (SAP). Goals included:

- develop consensus on neighborhood’s future
- maintain neighborly/walkable feel
- consultants should challenge conventional wisdom-push beyond comfort zone,
- engage as many residents/businesses owners as possible in the planning process to build consensus and strengthen ownership in the plan
- be proactive in shaping the neighborhood’s future rather than reactive
- create a plan that supports greater diversity of ages, incomes, cultures, etc.
- desire strong leadership and guidance from consultants
- seeking a balanced approach to new redevelopment, preservation, neighborhood enhancement
- address need for balance between scale, massing, height of new buildings and their surroundings / neighborhood context

2. SAP is a policy document that upon adoption, will become an amendment to the City’s Comprehensive Plan. The Comprehensive plan serves as the foundation for planning decisions (zoning needs to be in compliance with policies in Comprehensive Plan). Linden Hill’s SAP can bring greater definition and clarity to aspects of change (redevelopment proposals, street and parking improvements, etc.) beyond what is currently expressed in the Comprehensive Plan. This will also provide a user friendly document describing the neighborhood’s vision, goals, policies and priorities for shaping its future. This allows residents, business and property owners, potential developers, politicians, etc. to work off the “same page” and potentially reduce instances of developers overreaching and politicians working at cross purposes from the neighborhood.

Linden Hills Overlay District has not been as effective a tool for regulating and shaping neighborhood compatible/sensitive redevelopment proposals as initially expected. While many of its provisions have been subsequently incorporated in the City’s Pedestrian Overlay District zoning, the City’s zoning regulations do not address the finer points/aspects of contextual, place-based urban design. Conducting a zoning study may be one of the “next steps” outcomes from the SAP process.

3. Questions for online survey were discussed. These will be refined and posted to the project web page for obtaining citizen input and to stimulate critical thinking for the upcoming Issues, Opportunities and Visioning workshop scheduled for Thursday afternoon/evening, February 28th at the Linden Hills Park building.

Draft questions topics suggested include:

- Please finish the sentence: I would like to see \_\_\_\_\_ in my neighborhood.
- What are your aspirations for the Linden Hills neighborhood?
- What do you think the greatest challenge is for the neighborhood?
- What do you think the greatest opportunity is for the neighborhood?
- How tall do you think new buildings should be?
- What's missing from the neighborhood?
- What's your favorite thing about the neighborhood?
- Do you have specific desires or interests for future development in the neighborhood?
- Do you have specific thoughts / opinions about traveling (walking, cycling, transit, driving, parking) within and through the neighborhood?

Consultants will work with CPED planner, Brian Schafer to refine these topics , add a few others and post as an on-line community survey.

4. Attendees were given a set of three draft project logos to review, select and add notes or suggestions. Consultants will refine the preferred design for use on project related documents.

5. Consultants will begin working on assembling and analyzing back ground information as a part of Task One: coordination, analysis and visioning. The next Steering Committee meeting will be held on Thursday, February 22<sup>nd</sup>, 6:30 PM – 8:00 PM at Linden Hills Park.

6. The meeting was adjourned at 7:40

**Linden Hills Small Area Plan Steering Committee #2.****February 21, 2013, 6:30 PM St. John's Episcopal Church Community Room**

**Attendees:** Christy Prediger, Grant Hawthorn, Jean Johnson, Dave Luger, Ann Voda, Ken Stone, Eric Hanson, Jim Scott, Aaron Tag, Larry Lavercombe, Sara Jaehne, Pat Smith, Gretchen Johns, Brian Schafer, Dan Cornejo, Chuck Liddy, Bob Kost, Roger Cummings, Caroline Kent.

**Discussions:**

1. Committee members were asked to provide insight and comments on the 1997 Linden Hills Design Framework Plan:

- 1997 Plan wasn't adopted, this was primarily because it wasn't intended to serve as an official SAP (Small Area Plan) and as such didn't include a future land use plan or some of the other detailed components. The planning process was primarily led by residents /LHiNC members not Linden Hills Business Association members and many business owners didn't feel it adequately addresses their needs/concerns.
- Keep (and update) the design guidelines. They should deal with building siting and setbacks, moderate density, transition between new and existing development.
- Need to define terms such as "moderate density", etc. so everyone is on the same page also include better illustrations and current examples from Linden Hills, SW Minneapolis and other areas.
- Use visuals to help people visualize density, not just talk about numbers like "x units per acre."
- Design guidelines can't be too specific on things like building materials, style, color, etc. They should focus on clarifying and illustrating the zoning code and address building placement, parking placement, building massing, articulation and height. Design guidelines can help developers and their designers to better understand the neighborhood's design preferences for scale, contextual and complimentary design, but the guidelines can't control development the way zoning does. They can influence, but not control.
- Also need to be careful not to stifle creativity and innovation.
- The plan and guidelines need to speak to connectivity, lighting, bump-outs (as many as possible) to make the area more walkable.
- The new plan should address new and different future for the "Boulevard Ave Woods." Identify new uses; the trees are old and need thinning out.
- Identifying and addressing potential areas for future redevelopment is important. Previous 1997 design concepts are out of date with City's Comprehensive Plan and although these sites are still strong possibilities, other sites not considered in 1997 have emerged with real redevelopment proposals such as along France Avenue north of 46th.

- Current stakeholder interviews are revealing that more could be done to reinforce the interplay between land use and markets, movement and circulation, built form, and the public realm of sidewalks and other open areas (these items were the organizing elements of the 1997 Framework).
- Consultants mentioned that there are a number of Linden Hills buildings not on the Minneapolis list of historic structures. Many of them could take advantage of historic tax credits that could be worth up to 40% of redevelopment costs. This could help prevent wholesale demolition of important, older buildings while allowing them to adapt to changing needs and opportunities.  
It was pointed out that while this is a good strategy it's also important to acknowledge that providing parking can be tough (for developers and for compliance with City codes). Developers mostly want large sites and big buildings (partially to handle the parking requirements).
- Issues related to convenient parking, parking supply and management have been discussed by the business community and LHiNC for many years. It may be worth considering resident-only parking permits in some areas, revisiting ideas for shared parking outlined in the 1997 plan as well as educating / informing people on the realities (if there is no parking spot in commercial area, then people go to nearby residential areas) and options for structures or redesigned surface parking lots.  
Reopening the alley access to Xerxes from the rear building parking lots between 43<sup>rd</sup> and Sheridan was also mentioned as a helpful improvement to circulation within the area. The city's project manager mentioned that the Planning and Public Works departments were looking into this.
- It was noted that in the 43<sup>rd</sup> and Upton area, commercial property owners are flexible with parking in their lots, recognizing that most shoppers patronize several places. They realize that being flexible with their parking lots is good for the business district generally.

## **2. Creative CityMaking Update**

- Artists, Roger Cummings and Caroline Kent and Samuel Ero-Phillips are working with students at South West High School to engage them in the neighborhood planning process through an artist-in-residence program and other activities. This was well received and committee members encouraged them to include students in performing arts as well as the visual arts programs at the school.
- They are also exploring ways to get out into the neighborhood to conduct one-on-one or small scale conversations with residents and visitors using venues such as the Co-op, Turtle Bread and France 44 Liquors.
- Additional updates on their process and activities will be provided at future Steering Committee meetings.

### **3. Online Survey Update**

- Consultants reported that over 230 responses have been logged to date and excerpts were displayed and briefly discussed.
- LHiNC has also created and distributed paper copies of the survey as well as posters (being displayed at area businesses) announcing the February 28<sup>th</sup> workshop.

### **4. Feb. 28 Issues, Opportunities and Visioning Workshop**

- Consultants explained that the evening would be organized into two sessions, one starting at 4:30 and the second starting at 6:00. The key for the workshop is to have “face-to-face” interaction with participants.
- The session will be organized into 2 primary components: a brief orientation/presentation and small-group discussions. The orientation will explain SAP (Small Area Plan) purpose (including shaping long-term change), process along with a primer on the most prevalent topics, issues and ideas expressed in the on-line survey to serve as a starting point for discussions. Part of the orientation will address “change” and what it means for small area planning, i.e. the external forces of change (larger marketplace) and the internal forces (changing demographics in Linden Hills). There would be 6 professionals (consultant team plus Brian Shafer) serving as facilitators at tables for up to 10 participants. If crowds are much larger than 60 or so per session, a few more tables will be set and members of the Steering Committee will need to serve as facilitators. If considerably more people show up, we may have to do something a little different such as ask late comers to fill out paper surveys before sitting down at tables. Handouts, including the survey will be provided. It was also suggested that the lobby area of the Park building could be used for workshop overflow. Committee members suggested that participants be presented with more detailed assumptions, or opinions and ideas collected to date. Rather than starting from the blank survey. In this way, participants are doing more editing and advancing the discussions in greater detail rather than starting from scratch. Consultants and City project manager will cover this in the initial orientation. If participation is modest, the small groups will provide reports back to the whole prior to closing out each of the two sessions.
- It was pointed out that the Business Association is still unclear and somewhat uninformed as to the SAP project. Many are unaware that the SAP process has started, and others don’t know what a SAP is. We need to make a special effort to reach out to them, to invite them. The City’s project manager indicated that he will be attending the next LHBA meeting to advise them on what is going on and how important it is for them to get involved.

### **5. SAP Task 1 Progress Update**

- Consultants discussed their progress in developing a market overview work, zoning code review, bike lane and circulation issue analysis, historic property reviews and other

background analyses. Draft info-graphics addressing relevant aspects of residential living, movement systems and business-service characteristics were presented. These will continue to be refined and posted on the project web site, displayed at upcoming community meetings, etc.

**6.** The meeting adjourned at approximately 8:20 PM



## MEETING SUMMARY

### Linden Hills Small Area Plan Steering Committee #3.

**March 14, 2013, 6:30 PM St. John's Episcopal Church Community Room**

**Attendees:** Jean Johnson, Rick Anderson, Ann Voda, Ken Stone, Eric Hanson, Jim Scott, Aaron Tag, Larry Lavercombe, Sara Jaehne, Pat Smith, Gretchen Johns, Grant Hawthorn, Constance Pepin, Terry Schlach, Linea Palmisano, Dan Cornejo, Chuck Liddy, Bob Kost, Kit Richardson, Mary Bujold, Colleen Carey

#### **Discussions:**

1. Participants introduced themselves, including Developer Advisory Panel members' Kit Richardson of Schafer-Richardson Development, real estate developer and architect; Mary Bujold of Maxfield Research, real estate market analyst; Colleen Carey of the Cornerstone Group, real estate developer. Information concerning panelists' companies and past work can be found at their web sites:

Kit: <http://www.sr-re.com/>

Mary: <http://www.maxfieldresearch.com/>

Colleen: <http://www.tcgmn.com/>

2. A brief recap of the February 28<sup>th</sup> neighborhood work shop was provided to the panelists. Additionally, committee members reported that they have not heard any direct feedback on the event, however one member mentioned that he still comes upon neighbors who are unaware that the Small Area Planning process is taking place.

3. Panel discussion:

#### **Redevelopment challenges in Linden Hills**

- A primary issue for many city neighborhoods is how to keep people in the neighborhood as they age. Also many people don't want higher density, even though density is probably not the issue. One of the main issues is how to build new development and keep a sense of place and complement community character. This is a common theme throughout the metro area.
- It is important to understand there are many facets and variables surrounding the issue of reinvestment and redevelopment and one shouldn't oversimplify the matter.
- There is tension between wanting to maintain the neighborhood's character and urban fabric and identifying where are the opportunities for growth and change. Every neighborhood experiences changes, so proactively identifying the desired types and locations of change is an important part of setting the table or smoothing the way for the neighborhood's evolution.
- Linden Hills, like other neighborhoods is changing, whether people want it or not – aging, income fluctuations, retail fashions, etc. are inevitable. Looking at other areas in Minneapolis and Saint Paul similar to Linden Hills can provide helpful insight. The Macalester-Groveland area for example is facing the same pressures for redevelopment and they're going through a similar process of talking to developers and engaging citizens in visioning their future. Many good examples of sensitive residential, mixed use infill and residential to commercial conversions can be found along Grand Avenue.

- Development goes more smoothly with less friction when there is a "guide plan". Especially if the plan is not overly prescriptive. Most neighbors understand and feel that scale and massing, not density, are the biggest issues when it comes to new development. Eventually density does get linked to scale and massing as the financial aspects of a project get worked out. It is best if everyone can be in the conversation to help shape, understand and communicate the process of how a project unfolds.
- Developers find Linden Hills to be an attractive area due to its residents' high disposable incomes, variety of housing, unique shops and stable/rising land values.
- City policy often drives the pursuit of higher density development (e.g. 46th and France) along commercial and high frequency transit corridors. The transitions between the commercial buildings along these corridors and nearby residences is of critical importance to neighborhood residents.

### **Aspects of the Small Area Plan**

- It starts with "land use." What are the uses people want, where do they want them to be located and then that helps determine land values.
- It's best if a variety of building and density types such as side-by-side townhomes, not only apartments and condos are considered. This will help with transitions between new and old, smaller and larger.
- Identifying preferred land uses, sites for change and kind of change people want is the best way to get everyone (developers, the city and neighbors) on the same page working together.
- Need to identify where the most real redevelopment opportunities are located and do some testing/designing of those areas albeit understanding/recognizing that someone owns the land being identified in the plan.
- Preparing draft development pro formas helps people understand the financial aspects of redevelopment. You need to do the math, and work out development costs, what you can market the completed housing units or commercial space for, and work back to see what the (residual) land costs can be. If a land owner is insistent on a certain price, you work the numbers in the other direction, and sometimes come up with "well, now we need to do a 5-story building. If that's not possible, then people will work out another option that could be acceptable to all parties.
- It's best not to be too specific about design details in the plan, approach reinvestment more in the form of guidelines and ranges, focus on land uses not strict or firm limits of feet and inches, materials and colors.
- The SAP should spell out the "trade-offs" regarding possible increases in height or density.
- What about parking in the streetcar corridor alley? What about new townhouses abutting the alley? The alley could be re-purposed as a "woonerf" (space shared by vehicles, people, furnishings, trees etc.) like those in European cities.
- Perhaps rehabilitation and adaptive reuse of houses along the 44th Avenue corridor, to get a richer mix of uses in buildings that are already at a neighborhood scale.
- Grand Avenue which has a zoning (B2C) which permits commercial use on the property only if the commercial use is in a rehabbed building, not if the development involves new construction.
- What is central is historic character. There are some designated buildings. You could consider an historic district. There is also a "conservation district."
- You have some interesting older buildings, but be careful with historic district designation because it can be so restrictive (e.g. window replacement with energy-efficient windows). You need to have flexibility. (much discussion about historic designation, historic tax credits, the

difference between the National Register of Historic Places and local historic preservation district restrictions, etc.)

- Continue to focus on you're the core commercial areas for new development. Use older buildings as places for the interesting one-of-a-kind shop (e.g. Jane's Yarn Shop). The new buildings are going to attract chain stores because they are the ones who can pay the new lease rates. Adapt your older buildings for new and different uses which is the reason people come to Linden Hills. You are likely to see specialty shops in older buildings. Getting these kinds of shops is much more difficult if you tear down your older buildings.
- Blend the old and the new, the local and the national. Grand Avenue is a corridor that does this well, and has done this over a number of years.
- Recognize that ground floor retail in new buildings can be a struggle so don't require it in every new building.
- Current commercial fabric is discontinuous (only two blocks long on Sheridan). Making it more continuous along 44th, from 43rd and Upton all the way to 44th and France could strengthen the neighborhoods walkability and its businesses at the same time.
- Think about incremental infill, not a few big or not so big projects. You need lots of smaller projects, some new and some in older buildings.

#### **Small Area Plan Implementation**

- Don't wait for a developer to surprise you. Identify large or other parcels that look like good candidates for redevelopment, and make your plan, and then go out and seek developers.
- Seek out a developer who shares your vision. There are always big risks, but what works best is a partnership built on trust and an open process of working out the details, and choosing what trade-offs you willing to make.
- The collaborative redevelopment planning process of the Pillsbury "A" Mill was described as an expel where the developer worked for a year with a subcommittee of the Marcy Holms neighborhood board to ensure the project met everyone's needs. This came on the heels of completing the neighborhood's Small Area Plan.
- Be creative, be flexible, and don't be restrictive. The message you want to give is that you know what you want and you want to work with a developer to make things better, more customized to Linden Hills, not just "review and pass judgment on his plans."
- Every developer is different, some specialize in a specific type, size or scale of project. So once the plan can identify the neighborhood's needs need/desires, and then go out and target specific developers who do that kind of development in communities and in situations like Linden Hills. It's a matter of seeking out developers that are the best fit for the neighborhood and inviting in to consider projects, rather than waiting to things to happen and then have to react (although that may still occasionally happen).

4. The meeting adjourned at approximately 8:15 PM

**Linden Hills Small Area Plan Steering Committee #4.****April 11, 2013, 6:30 PM St. John's Episcopal Church Community Room**

**Attendees:** Christy Prediger, Grant Hawthorn, Jean Johnson, Dave Luger, Ann Voda, Ken Stone, Eric Hanson, Jim Scott, Aaron Tag, Larry Lavercombe, Sara Jaehne, Pat Smith, Gretchen Johns, Constance Pepin, Brian Schafer, Dan Cornejo, Chuck Liddy, Bob Kost,

**Discussions:**

1. Committee members reported they will begin chairing the meetings themselves with Aaron Tag serving as chair and Sara Jaehne serving as vice-chair. Their aim is for the meetings to more effectively air and address committee member's issues and ideas. Aaron will work with City planner, Brian Schafer to prepare agendas and distribute information.
2. Steering committee members reiterated their role in the steering the planning process and development of the small area plan.
3. Organization of the upcoming planning workshops (substituting for the previously proposed day and a half community planning charrette) was reviewed. Consultants explained that two, evening workshops will be facilitated, April 24, 25 for approximately 3 hours in length. The outline for the workshop indentified timing and content:

The workshops would be conducted as two, three- hour events organized into large and small group activities. The sessions will be targeted to address the key topic issues:

- I. Recognition of prime redevelopment areas at each node and associated land uses (rental apartments, condos, restaurants, pubs-bar, retail)
- II. Building types, density/intensity, heights, sizes and associated impacts on adjacent existing properties (transition areas such as alleyways, side lots, across the street)
- III. Redevelopment related parking and associated impacts on traffic
- IV. Other related elements would be considered (complete streets and walkability, sustainability, etc.) as sub sets of the first three but they would not be the focus of the workshops.

The purpose of the this effort is to allow participants to collaborate in charting and evaluating alternative considerations for the small area plan related to land use, urban design, building and site design, transportation, heritage preservation and the environment. The outcome of the workshops are intended to gather a range of enhancement and redevelopment possibilities to be subsequently refined in consultation with the Steering Committee over the course of the planning process. These opportunities will also help to guide the development of Linden Hills-specific policies for guiding the neighborhood's future within the framework of the City's Comprehensive Plan.

Below is the proposed agenda for the workshop sessions:

A. Sign in - settle in (10 minutes)

B. Large group Introduction to the workshop and its objectives (5 minutes)

C. Presentation summary of project study findings that should be considered as a baseline for concept preparation including a brief slide show (images from the neighborhood) identifying some of the transition tension areas. (20- 25 minutes).

Presentation topics will include:

- Public outreach and feedback. Summary of survey and public feedback gathered to date, common themes heard from the community, and how the feedback builds upon goals and ideas expressed in the 1997 Design Framework Plan.
- Site analysis findings. Illustrated as examples from Linden Hills of issues related to market overview, transition areas, transportation and transit audit, land use summary, existing building scale and massing, valued places, public realm and neighborhood connectivity.
- Present draft opportunity areas plan. Review potential opportunity areas, challenges and transitional tension areas based on site characteristics.

D. Small table work sessions (90 – 100 min.)

Participants will work in groups of 7-8 along with a consultant facilitator and a steering committee member assistant recorder/advisor. Each table will have the opportunity to look in detail at several smaller scale commercial node areas (44th and France, 44th and Beard and 43rd and Upton) as well as the overall 44th St. corridor. Tables will select a node, review and discuss several associated goal statements and draft opportunity areas (including a pre-prepared conceptual design sketch). Facilitators will lead the participants into a series of design explorations using scaled, color coded foamcore building blocks (with double stick tape) and multiple scaled base maps allowing them to place new buildings onto various site areas. The small groups will discuss pros and cons, and review details of various redevelopment options in a three dimensional approach. Facilitators will change focus areas after 35- 40 minutes, providing participants the opportunity to explore ideas in multiple places throughout the study area. Facilitators and participants will tape new building blocks, make notes and sketch on base maps and flip charts and each focus area study session will be photographed with a digital camera.

E. Small table reporting (35 – 40 minutes)

Small tables would report back to larger group on areas identified as most likely for redevelopment, concepts explored and goals, principles and or policies.

F. Next Steps (5 min.)

Briefly describe next steps in the Small Area Plan process, and adjourn the session.

Each small group table will be outfitted with a variety of tools to help guide the facilitation, discussion and exploration process:

- Scaled (1":50') aerial photo base maps, birds-eye photos from several vantage points of each node and various opportunity areas.
- Existing conditions and worst-case design concepts illustrating (basic 3-d massing using SketchUp software) a candidate redevelopment opportunity at each node to initiate /stimulate design conversations.

Committee members suggested that participants should move between small group tables and that each table should focus on one of the three nodes and the on the 44<sup>th</sup> St. corridor rather than on issue or topic areas. This will prevent a single place-specific issue from dominating the conversation/exploration activities. This will also provide more varied input at each table. Sufficient time and direction (provided by facilitators) needs to be provided to get deep and thoughtful responses from the participants.

Consultants presented draft workshop materials including large-scale aerial base maps, scaled foam core building blocks, 3-d conceptual massing visualizations depicting potential redevelopment concepts at each of the three nodes and a draft redevelopment opportunities and transitions plan. It was explained that additional hand outs will be provided on the major small area plan topics: land use and housing, density/building and site design, transportation, heritage preservation, etc. These will provide factual background for participants.

The city will assist LHiNC in advertising the workshops, LHiNC will post the workshop announcement on its web site as well as send out email invites to the list of previous neighborhood meeting attendees.

4. Workshop input will be summarized for distribution to the committee and will serve to guide the development of small area plan concepts and options. Draft options will be developed for review at the next committee meeting.

5. The meeting adjourned at approximately 9:00 PM



## MEETING SUMMARY

### Linden Hills Small Area Plan Steering Committee #5.

**May 15, 2013, 6:30 PM Pershing Park Community Center**

**Attendees:** Aaron Tag , Rick Anderson, Ann Voda, Ken Stone, Larry Lavercombe, Sara Jaehne, Pat Smith, Dave Luger, Gretchen Johns, Grant Hawthorn, Constance Pepin, Jennifer Swanson, Dan Cornejo, Chuck Liddy, Bob Kost, Brian Schafer

#### **Discussions:**

1. Committee members discussed the interest in having open house work products provided to them in advance of the June 5<sup>th</sup> open house in order to spend several weeks (2-3) to review and comment on the work as well as to approve all work products prior to them being displayed.

Concern over Massing Studies 1 and 2, distributed for review during the meeting as not being representative of the committee's vision for the neighborhood was raised. Consultants explained these depicted ideas discussed during the April workshops and were included as a part of summarizing those discussions, not for open house display.

City planner/project manager explained that the City had not envisioned the committee's role as one of direct work product control and approval but more of advising guiding. Adding additional time, scope and related budget to the project was not feasible from the City's perspective.

Consultants offered to send individual open house display products as they were being developed (rather than as a fully completed set) to the City for multiple distributions to the Steering Committee. This would the SC (Steering Committee) to review and communicate suggested refinements to the City on most of the products prior to their completion while keeping the project schedule and contracted scope of work on track. Additional conversations between the SC and City on this matter may occur over the next several days to add further clarity.

2. The draft vision, design principles-polices were reviewed and discussed.

A set of seven statements derived from the online neighborhood survey and visioning workshop were distributed for review at the March Steering Committee meeting. Subsequently, a more refined statement was drafted and used during the April planning workshop. This statement was further tweaked into 2 sentences:

*"Linden Hills is a thriving pedestrian-friendly and sustainable urban neighborhood that offers varied housing and commercial choices to meet residents' and business owner's needs. Renovation and new development support and enhance the existing scale and character of the neighborhood."*

Three accompanying goal and policy statements were also developed for consideration and discussion.

Much of the conversations centered around potential additions and refinements to the vision statement by replacing the word “neighborhood” with “village” and possibly adding “quaint” before the phrase “existing scale and character”. The committee decided on replacing neighborhood with village in the first sentence and not adding the word quaint.

The Goals and Policy statements were reviewed with concerns expressed over the need for an apparitional goal and policies specifically pertaining to the environment. Other comments included:

- Need to define what is meant by sustainability
- Refine all the language to be directly supportive of the vision statement
- Revise the policy statement on parking to replace the reference to shared parking with language pertaining to maximizing existing parking resources through more creative management and design.
- Add an apparitional goal and several key supporting policies pertaining to the environment.

Consultants will make some refinements to the document and forward a working draft to the city for distribution to the SC to allow them to add refinements prior to its use for the upcoming neighborhood open house.

3. The outline of open house activities was briefly discussed as a part of Agenda topics 4 and 5.

4. A series of draft planning and design options building upon input provided during the April planning workshops were reviewed and discussed.

Land Use options 1A. - 1D. : need to better clarify existing land uses versus proposed; provide brief descriptions that outline purpose or reason for the land use changes and question being posed to open house participants.

Built Form Typologies 1-3:

- include maximum allowable unarticulated build out for comparison; show smaller, multiple buildings not full block-length facilities
- shift the viewing position of backage transition conditions to improve clarity and illustration of options; expand labeling of elements (building set backs and landscape areas, façade articulation, distance/depth of stepped stories, etc.)
- include a photograph of real building precedent for each typology
- include brief descriptions that outline proposed design options (massing and height treatments) and question being posed to open house participants

Holding all illustrations to a 3-story maximum building height was discussed (including the notion of law suits from “taking” development potential away from sites that can currently develop to 4 stories in height) with no consensus being reached. Built Form Typologies will continue to illustrate a range of building heights using 4-stories as the maximum for open house input.

5. An example of the online open house pages was reviewed and discussed with the SC expressing interest in reviewing and editing questions being posed. As questions are drafted they will be provide to the City for distribution and editing by the SC. Based on time available, not all open house questions may be able to be edited by the SC.

**Historic Preservation / Conservation:**

The open house will include an option for establishing either an historic district within the 43<sup>rd</sup> and Upton neighborhood commercial node.

**Residential Tear Downs:**

SC members briefly discussed addressing the residential teardown issue in the open house. Consensus was not reached on the topic. City and consultants would require specific input from the SC on this matter with a week before the open house in order to include language and any associated graphics as a part of the open house materials.

The meeting adjourned at approximately 9:10 PM.

# Linden Hills Steering Cte #6 Meeting – June 27, 2013

## Dan Cornejo draft notes for Development Advisory Panel Discussion

- **Panel:** Don Gerberding (Master Properties); Colleen Carey (Cornerstone); Mary Bujold (Maxfield Research)
- Three story developments seem to be the most economical, considering the prohibitive cost of underground parking. With three-story development, a developer can put parking at grade. A townhouse development can put parking in a garage at grade with access off the alley.
- The Master development at 46<sup>th</sup> and 46<sup>th</sup> in Minneapolis, which was completed by Lander Development, is four-stories, with the top floor stepped back at both the alley and at the street. There are more units in this development than originally planned (when the foundation was laid around two years ago). The demographics will dictate the number and size of units. When this project was originally conceived and approved, there was a demand for fewer and larger units. When it was actually constructed this past year, there were more and smaller units. Also we were able to get approval for only 0.75 cars per unit because this project was only s9x blocks from the Hiawatha Rail station at 46<sup>th</sup> and Hiawatha.
- In some locations, a one-story building can be appropriate (if there is no market for additional floors).
- Density (or rooftops) drives the demand for retail and services. Neighborhoods need to embrace a “transitional” attitude; they need to understand and work with market forces of change. They need to support quality development and developers seeking to respond to a changing marketplace. They need to appreciate that the new buyers or renters want a different type and size of residential unit, with a different type of amenity package.
- The commercial corridors in Minneapolis are only one-half block deep, with alleys. This situation will nearly always produce a “compatibility” issue, with larger buildings being proposed on commercial or mixed-use properties in the corridors pushing up against an alley that will have single-family one- or two-story homes on the other side of the alley.
- What will an increase in density mean over the next 20 years? Neighborhoods need to understand that a few or even several 3-4 story buildings, as infill projects, are not going to destroy their neighborhood. Yes, there might be compatibility issues that need to be negotiated with the immediately adjacent properties, but by and large these new developments will be providing new units that existing residents need and want, or that newcomers will jump at for the chance to live in this very desirable area.
- If you allow a little more density, you will attract a higher quality developer and get a higher quality development. You do not really want a developer who will respond to a very tightly

controlled zoning and permitting environment. They will just seek to “fill it up” in terms of the permitted building envelope.

- Developers want to work with communities that have a vision, with development goals, and with design guidelines that frame out the desired parameters in a new building. They also want to have communities say where they want new development to take place.
- Give your plan and zoning some flexibility within the rules, i.e. statements and regulations that provide different ways to achieve your desired development objectives. Go for a framework with guidelines, rather than hard and fast rules. Craft incentives too, so that developers are working with you, not trying to figure out what will please you.
- Developers are scared of “no certainty.” They want a predictable process, with steps that build on each other towards an approval.
- Be clear where you want to increase density, and where you don’t want it.
- Think about sustainability from an economic point of view. The young want to move here. Embrace that, and work with that change. Figure out ways to help make that happen, so that your neighborhood can be attractive and affordable.
- You also need to work with existing businesses and building owners, to find ways for them to improve their buildings and continue to provide affordable rents for the local-serving businesses you have and want to continue to have.

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## MEETING SUMMARY

### Linden Hills Small Area Plan Steering Committee #7.

**August 15, 2013, 6:30 PM Linden Hills Park Community Center**

**Attendees:** Aaron Tag , Eric Hanson Ann Voda, Ken Stone, Larry Lavercombe, Sara Jaehne, Gretchen Johns, Grant Hawthorn, Constance Pepin, Jennifer Swanson, Jean Johnson, Dan Cornejo, Chuck Liddy, Bob Kost, Brian Schafer

### Discussions Focused on Review of the Initial Draft Small Area Plan:

**Executive Summary:** Committee members asked that an executive summary be included in plan to make it more accessible and user friendly. A rough draft was distributed by the City prior to the meeting for review. The final summary needs to highlight the vision and goals and focus more on land use, building and site design while also covering the other main plan elements. Neighborhood context and background aren't needed in the summary. The summary should strive for brevity and be no more than 5 to 6 pages. The LHiNC Zoning Committee and prospective developers will be regular users of the Small Area Plan, so the summary needs to meet their needs.

A refined version of the executive summary will be provided for Steering Committee review by no later than close of business, Thursday, August 22, 2013. The Steering Committee will provide a consolidated set of review comments back to the City by start of business, Monday August 19, 2013.

### Organization:

A number of ideas and suggestions were discussed:

- Leading off the plan with a brief "forward" penned by the Steering Committee
- Placing the vision statement on page one of the Introduction chapter
- Paring down the market overview including eliminating the description of "trends"
- Expand description of other public spaces: pocket park at northwest corner of 43<sup>rd</sup> and Upton, Christmas tree lot, perhaps include these in the Movement and Connectivity section rather than Sustainability
- Add a goal for expanding housing options/choices for range of ages and incomes
- Refine wording of policies so they are more consistent in tone and reach, some are too specific
- Expand on the Building and Site Design section, this and the Land Use section are very important for the LHiNC Zoning Committee (who will be the most routine users of the small area plan)
- Look into adding more information on improving parking conditions

### Building Height:

Additional, details and discussions pertaining to issues involving building heights, densities and building sizes should be included in the plan. Text revisions were provided to consultants for replacing several paragraphs in the draft plan on the issue. Specifically, the plan needs to be less

specific about exactly what additional elements/benefits a developer should include in a proposed project to garner acceptance from the neighborhood for taller buildings (more than 35 feet in height). Better to state that a project should meet the goals and policies established in the Small Area Plan as the starting point for consideration of taller buildings, and only along the 44<sup>th</sup> Street frontage between Drew and Sunnyside as identified in the plan graphic.

**Alleyway:**

Expand the description of the issues pertaining to the 43<sup>rd</sup> and Upton alleyway/parking lane reopening; describing it more accurately as a “50ft. wide former streetcar right of way” (it’s not an official alley). Describe the benefits of reopening this route; more convenient traffic flow, safer ingress/egress at Upton Avenue, upgrading of dilapidated pavement and insignificant landscaping along the right of way, etc. Also mention that the current situation isn’t sustainable over the long term: potential liability to Settergren Hardware from the public using their parking lot as a public cut-through/access to 43<sup>rd</sup> Street; upcoming closure to the rear parking area long Upton caused by the expansion of the former Bayer’s hardware store on Upton adjacent to the streetcar right of way/parking lane.

**Forward:**

Steering Committee members will write a formal “forward” to the small area plan. Timing of this is still tentative as no one has started writing the piece. Consultants agreed to include a space for it in the draft plan so it can be inserted at the end of the 45 day review period as a part of the final plan document.

**Implementation:**

LHiNC shouldn’t be cited in the implementation matrix as a responsible party. They can play that role on various potential projects if they choose to, however since LHiNC hasn’t been consulted on this it is better to leave them out of the matrix. Language describing their potential role in helping to implement the plan will be enhanced.

Design guidelines will be removed from the building and site design section as well as the implementation matrix. They will be mentioned in the heritage preservation section as a tool for implementing and maintaining historic and conservation districts.

**Timing/Next Steps:**

Discussions regarding the preparation and review of the next version of the draft plan centered on whether or not process and time allotted was sufficient / acceptable to the Steering Committee. The schedule and consultant’s contract call for the plan revisions to be completed by September 5<sup>th</sup>, without another round of committee reviews or another committee meeting with the city and consultants. There was disagreement among committee members regarding the three week frame for completing the revisions. Some expressed the need for reviewing another draft prior to releasing the plan for the 45 day public comment period (which would add time and cost), others felt the

planning process had been sufficient and that the next round of revisions should result in the review public draft.

It was agreed that a second draft of the executive summary and plan sections on building and site design would be provided to committee members for review by close of business, Thursday, August 22<sup>nd</sup>. The Steering Committee chair will provide a single, compiled set of comments to the city by start of business, Monday, August, 26<sup>th</sup>.

The last project neighborhood open house will be scheduled for Wednesday, September 11, 2013, from 5:00 to 7:00 PM at the Linden Hills Park building.

The final project Steering Committee meeting will be held in approximately October 24<sup>th</sup>, following the close of the 45 day plan review period, provided that review comments are available for everyone to discuss.

The meeting adjourned at approximately 9:10 PM