

|    | A  | B | C          | D   | E   | F   |
|----|--|---|------------|---|---|---|
| 1  | <b>Commissio Policy Action Amendment</b> |   |            |   | <b>Commissioner Note</b>  | <b>Staff Notes</b>  |
| 2  | Rockwell                                 | 1 | a          | a. Allow housing to be built in all areas of the city, <del>except in Production and Distribution areas</del> although housing is generally prohibited in <u>Production and Distribution areas</u> .  | Rationale: a. See Amendment B and E. f. We need to make sure the city works long term, not just for young professionals today. Side note: multi-bedroom units can house several young professionals while one-bedroom units cannot reasonably house families. | <b>10/19: Commisioner has edited comments.</b><br><br><b>Topic for discussion.</b>  |
| 3  | Rockwell                                 | 1 | c          | c. <del>Allow</del> <u>Encourage</u> multifamily housing on public transit routes, with higher densities along high-frequency routes and near METRO stations. . . .   | Rationale: a. See Amendment B and E. f. We need to make sure the city works long term, not just for young professionals today. Side note: multi-bedroom units can house several young professionals while one-bedroom units cannot reasonably house families. | <b>These statements are setting us up for regulation. The use of the word "Allow" in all Policy 1 action steps is intentional - referring to land use regulation through zoning. To use the word "Encourage" would imply that we should incentivize it in a way beyond changing what is allowed by base zoning. That would be fine, but it should then be in a separate action step - and further explained why this is the geographic opportunity that deserves greater attention.</b>   |
| 4  | Rockwell                                 | 1 | f          | <b>NEW:</b> f. <u>Encourage inclusion of units that can accommodate families in new and rehabilitated multifamily housing developments.</u>   | Rationale: a. See Amendment B and E. f. We need to make sure the city works long term, not just for young professionals today. Side note: multi-bedroom units can house several young professionals while one-bedroom units cannot reasonably house families. | <b>This change is unnecessary, the following action step was intended to accomplish this idea (policy 35):</b><br>b. Review existing policies, programs, and regulations to identify and remove barriers to innovative, energy efficient, and creative housing options, such as multi-generational housing that supports large family structures  |
| 5  | Luepke-Pier                              | 2 | f          | f. Allow both production and non-production land uses in both Production Mixed Use Areas <u>AND Production &amp; Processing Areas IF the minimum amount of "production" space is provided.</u>  | Note: "Production Space" must be defined by physical characteristics such as FAR, floor-to-ceiling height, loading/unloading requirements, etc....  | <b>Topic for discussion.</b>  |
| 6  | Rockwell                                 | 3 | d          | d. <del>Encourage Support and incentivize</del> infill development on underdeveloped properties in <del>Production and Processing areas.</del> . . . .  | Rationale: d. If we are serious about bringing production jobs to the city we should provide financial support. r. See Amendments B and D.  | <b>10/19: Commissioner has stated desire to withdraw this proposed amendment.</b><br><br><del><b>This change is unnecessary, this is what action steps M, O, and P are intending to communicate for this policy.</b></del><br><del><b>m. Continue and expand incentives and technical assistance to existing production and processing businesses to leverage investments in cleaner, safer, more energy efficient and sustainable technology in order to reduce pollution.</b></del><br><del><b>o. Focus business assistance for targeted low impact industries that offer new opportunities for historically unemployed and underemployed residents.</b></del><br><del><b>p. Promote business investment and expansion through site assembly, clearance and redevelopment in strategic areas.</b></del> |
| 7  | Rockwell                                 | 3 | Intro Text | Intro text: To achieve this outcome the Future Land Use map designates Production and Processing Areas that are well suited to support production and processing businesses, <del>specifically excluding housing and other non-production uses.</del> . . . .                 | Rationale: d. If we are serious about bringing production jobs to the city we should provide financial support. r. See Amendments B and D.  | <b>Topic for discussion.</b>  |
| 8  | Rockwell                                 | 3 | l          | l. Identify and limit new heavy industrial uses that harm human health <u>or the environment</u> throughout the city. . . .   |   |   |
| 9  | Rockwell                                 | 3 | NEW        | <b>NEW:</b> r. <u>In select cases, allow non-production land uses on Production and Processing-designated sites through a development agreement with the city, but only if substantial Production and Processing facilities and uses are first established on those sites</u> | Rationale: d. If we are serious about bringing production jobs to the city we should provide financial support. r. See Amendments B and D.  | <b>Topic for discussion.</b>  |
| 10 | Luepke-Pier                              | 3 | q          | q. Develop detailed planning guidance for <u>BOTH</u> Production Mixed Use areas <u>AND Production and Processing Areas</u> particularly those experiencing rapid growth and change, to better define the future of commercial and production space in those locations        |   | <b>This change is unnecessary, we already have detailed planning guidance for our Production and Processing Areas -- the ongoing planning issues in those areas are not as urgent as they are in the Transitional Production areas.</b>   |

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| 1  | Commissio       | Policy | Action | Amendment  | Commissioner Note   | Staff Notes  |
| 11 | Kronzer         | 5      | b      | Action Step b. Require Encourage multiple buildings on development sites outside of the downtown core that encompass most of an entire block or block frontage to increase visual interest. On sites in the downtown core buildings that encompass an entire city block are encouraged to use massing that is responsive to the human-scale and provides pedestrian through-block connections <u>through existing super blocks or to re-establish the street grid.</u> | Comment: The Sons of Norway proposal is a good example where policy should have required two separate residential buildings along Holmes Ave S.   | <b><i>This change is unnecessary, the following action steps were intended to accomplish this idea:</i></b><br><b><i>Policy 10:</i></b><br><i>a. Explore options to restore the street grid or add new streets to larger blocks or tracts of land as part of new development or redevelopment.</i><br><br><i>e. Restore the street grid when appropriate, taking advantage of opportunities to restore the street grid when appropriate in conjunction with new development and through capital projects. Where restoring auto access is no longer feasible or aligned with other City plans, the City will pursue restoring streets for use by pedestrians, bicyclists, or transit users.</i> |
| 12 | Magrino         | 5      | g      | g. Apply design standards, guidance, and regulation consistently across the city regardless of market conditions <u>or intended income levels of residents of new development.</u>   |   | <b><i>Maybe something like this instead: "or rent structure of development."</i></b>   |
| 13 | Kronzer         | 5      | new    | <b><i>NEW</i></b> Action Step: Require applicants to provide drawings to the public and to the planning commission that show the proposed development situated in a two-block context.   | Comment: It has been a struggle to get applicants to provide the necessary context in drawing form in the required drawing submission to a land use application. Many use aerial photos which never properly situate the proposed development in the surrounding context.   | <b><i>Administrative process or Comprehensive Plan Action?</i></b>   |
| 14 | Kronzer         | 5      | new    | <b><i>NEW</i></b> Action Step: <u>Outside of the downtown core, buildings spanning over alleys or other public ways should be discouraged and only allowed for development on very small overall sites.</u>  | Comment: Arts Quarter condo at 26/Nicollet had a north-south lot dimension of approximately 60 feet. Those two vacant sites would not have been able to be redeveloped without spanning the alley and the building has much facade articulation. Lupe's proposal on the west side of Harriet Ave at Lake St, on the other hand, had a much larger side and also proposed to span over the alley with a nearly flat facade and left a small lot at the corner of Garfield Ave and Lake St that seemed difficult to redevelop if the Lupe building would be built. (These are issues a spoke about to CoW.) | <b><i>Staff Suggestion</i></b><br>Action Step: Discourage buildings outside of the downtown core from spanning over alleys or other public rights of way.  |
| 15 | Kronzer         | 5      | new    | <b><i>NEW</i></b> Action Step: <u>Require multi-story buildings to respond to their immediate current physical context in terms of adequate: (a) setbacks, (b) step backs and (c) facade articulation, independent of the adjacent zoning district. As larger buildings fill in along transit corridors, for example, this immediate context will change over time and too will how the buildings respond to that changed context.</u>                                 | Comment: Undoubtedly larger buildings will be built next to smaller ones. This is happening now in the city and has for years. This action step is a recognize that 4-story or more buildings may very well be proposed in the proposed Corridor 4 district that are directly adjacent to a 2-story home. The design of the proposed building with need to recognize that fact and be designed accordingly. Over time more 4-story buildings will be in Corridor 4 and less 2-story homes, and a building proposed then will have a different immediate physical context to respond to.                   | <b><i>This change is unnecessary and too specific for a Comprehensive Plan, the following action step was intended to accomplish this with a broader approach:</i></b><br><i>f. Consider design approaches that encourage creative solutions for transitions between varying intensities of building types and land uses.</i>  |
| 16 | Kronzer         | 5      | new    | <b><i>NEW</i></b> Action Step: <u>Ensure building signage is scaled for its building and the building's use and is focused on the street level environment where signage can contribute to an active and vibrant streetscape. Allow building signage above the street level environment in rare cases.</u>   | Comment: C3A current has no limit for building signage, while downtown district do have limits. Signage should be keep to the street level environment. Signage on the tops of buildings acts more like off-premise signage (billboards) that of building and store identification and way finding.   | <b><i>This change is unnecessary and too specific for a Comprehensive Plan, this concept could maybe be incorporated into action step H instead of being a new one. "h. Promote an attractive environment by minimizing visual clutter and confusion caused by a proliferation of signage."</i></b>  |
| 17 | Rockwell        | 5      | q      | q. Prohibit driveways for new small scale residential buildings on blocks that have alley access and no existing driveways.  | <b><i>Rationale: We should be reducing curb cuts everywhere in the city, including (and perhaps in particular) in areas where there is already an over-abundance of curb cuts.</i></b>  |  |
| 18 | Luepke-<br>Pier | 5      |        | NO SUGGESTION  | This policy needs to be expanded to include smaller scale projects, like residential in-fill given context and site layout.   |  |

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| 19 | Kronzer   | 6      | i      | Action Step i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, street trees, <u>street lighting</u> , landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.            |   |   |
| 20 | Magrino   | 6      | i      | i. Coordinate site designs and public right-of-way improvements to provide adequate sidewalk space for pedestrian movement, <u>intersection bumpouts</u> , street trees, landscaping, street furniture, sidewalk cafes, and other elements of active pedestrian areas.                  |   |   |
| 21 | Kronzer   | 6      | new    | <b>NEW</b> Action Step: <u>Encourage building designs that reflects the unique site and context where they lie within the city and encourage building elements that provide educational opportunities for school-age children.</u>  | Comment: Buildings can, and should, be more unique to their site. Incorporating a sun dial or a canopy that cast shadows in particular way on the Spring Equinox is a great way to provide a little something extra for the community at very little cost. There are many ways to achieve this that is just one simple one. | <b>This change is unnecessary, the following action step was intended to accomplish part of this:</b><br>f. Consider design approaches that encourage creative solutions for transitions between varying intensities of building types and land uses.   |
| 22 | Kronzer   | 6      | p      | Action Step p. Discourage the establishment of and minimize the size of surface parking lots. Mitigate the negative effect of parking lots through screening, landscaping, minimizing curb cuts, <u>sufficient number of down-cast, glare-free light fixtures</u> , and other measures. |   |   |
| 23 | Kronzer   | 6      | t      | Action Step t. Encourage safe and <u>direct convenient</u> pedestrian connections through development sites and <u>super blocks to re-establish the street grid.</u> <del>mid-block connections in the downtown core.</del>   |   | <b>This change is unnecessary, the following action step was intended to accomplish this idea:</b><br>Policy 10: a. Explore options to restore the street grid or add new streets to larger blocks or tracts of land as part of new development or redevelopment.   |
| 24 | Kronzer   | 6      | v      | Action Step v. Consider topography, <del>and site grading and rainwater management/conveyance systems</del> so that snowmelt is directed away from roads and pedestrian areas to avoid icy conditions.  |   | <b>Staff recommendation for clarity:</b><br>Action Step v. Consider topography, <u>and site grading, and rainwater conveyance systems</u> so that snowmelt is directed away from roads and pedestrian areas to avoid icy conditions.  |
| 25 | Rockwell  | 6      | w      | w. Discourage multiple curb cuts within a development for automobile passenger drop off and pick-up <u>or any other use.</u>  | <i>Rationale: x. It's not the reason for the curb cuts that is bad—it's the curb cuts themselves. y. This language existed in the built-form map descriptors earlier—the concept of breaking up building walls is important for pedestrian comfort.</i>   | <b>10/19: Commissioner has edited comments.</b><br><br><b>This language is staff's attempt to more directly address Porte cocheres. The following action step was intended to accomplish this idea:</b><br>p. Discourage the establishment of and minimize the size of surface parking lots. Mitigate the negative effects of parking lots through screening, landscaping, minimizing curb cuts, and other measures.<br>u. Limit, consolidate, and narrow driveways along pedestrian routes. In addition, discourage driveway access on Goods and Services Corridors. |
| 26 | Rockwell  | 6      | y      | <del>y. Encourage, through site plan review, limiting the length of buildings along the street in order to support a comfortable pedestrian environment.</del>  |   | <b>10/19: Commissioner has decided to withdraw this amendment.</b><br><br><b>This change is unnecessary, the following action step was intended to accomplish this:</b><br>Policy 5. b. Encourage multiple buildings on development sites outside of the downtown core that encompass most of an entire block or block frontage to increase visual interest. On sites in the downtown core buildings that encompass an entire city block are encouraged to use massing that is responsive to the human scale and provides pedestrian through block connections.       |
| 27 | Kronzer   | 7      | a      | Action Step a. Develop a framework for public realm improvements citywide that guides landscaping, street furnishing, <u>street lighting</u> , trees, heritage streets, and other improvement to the public realm and pedestrian environment.   |   |   |

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| 28 | Kronzer                           | 7  | new | <b>NEW</b> Action Step: <u>Investigate new approaches and strategies to implement pedestrian scale street lighting to neighborhood interiors.</u>   | Comment: The city has all but given up on trying to install ped scale lighting in neighborhood interiors. As the city grow denser and encourages more walking and biking, dark neighborhoods will not help achieve that goal. One lower cost idea is to use a centenary system of down lights with wire attached to poles (maybe even wood utility poles) with power over head. The point is new ideas are needed. |   |
| 29 | Kronzer                           | 8  | b   | Action Step b. Orient new development to the street, <u>or other public ways</u> , to foster safe neighborhoods.  |  |   |
| 30 | Kronzer                           | 8  | c   | Action Step d. Provide on-site, <u>non-glare producing</u> lighting at all building entrances and along walkways that maintains a minimum acceptable level of security while not creating <del>glare</del> or excessive lighting of the site.   |  | <b><i>This change seems unnecessary, does not appear to be a substantive change or increase clarity.</i></b>  |
| 31 | Kronzer                           | 8  | c   | Action Step c. Design the site, <u>lighting</u> , landscaping, and buildings to promote natural observation and maximize the opportunities for people to observe adjacent spaces and public sidewalks.  |  |   |
| 32 | Kronzer                           | 8  | f   | Action Step f. Use innovative building designs, <u>window locations, lighting</u> , and landscaping to limit or eliminate the opportunity for vandalism.  |  |   |
| 33 | Kronzer                           | 9  | a   | Action Step a. Encourage the creation of equitable publicly-accessible open spaces and plazas, <u>that connect to other public or semi-public spaces</u> , through incentives and requirements.   | Comment: The city, if encouraging this, should ensure these spaces have a purpose of connecting to other places (preferably a public place) and not a dead-end space.  |   |
| 34 | Kronzer                           | 10 | b   | Action Step b. Consider elimination of gaps in the street grid when conducting development and area-wide planning <u>and when development occurs. Filling the gap could be a full street or pedestrian and bike access and /or transit access only.</u>   |  | <b><i>This change is unnecessary, the following action step was intended to accomplish this idea: e. Restore the street grid when appropriate, taking advantage of opportunities to restore the street grid when appropriate in conjunction with new development and through capital projects. Where restoring auto access is no longer feasible or aligned with other City plans, the City will pursue restoring streets for use by pedestrians, bicyclists, or transit users.</i></b> |
| 35 | Magrino                           | 10 | e   | e. Restore the street grid when appropriate, taking advantage of opportunities to restore the street grid when appropriate in conjunction with new development and through capital projects. <u>Explore options to proactively dedicate capital improvement funds to reconnect the street grid, so resources are already available when opportunities arise.</u> Where restoring auto access is no longer feasible or aligned with other City plans, the City will pursue restoring streets for use by pedestrians, bicyclists, or transit users. |  | <b><i>This change is unnecessary, this seems to repeat the concept already outlined in the first sentence.</i></b>  |
| 36 | Rockwell                          | 11 | g   | g. Limit skyway expansion to the downtown core and <u>major institutional sites at other key sites with high intensity uses</u> in order to minimize low usage skyways and maximize street-level pedestrian activity in growing downtown neighborhoods and historic areas. <u>h. Encourage skyways as a transportation, rather than commercial, system.</u>   | <i>Rationale: g. Consistency with prior planning commission discussion on related codes. h. skyways serve a valuable winter purpose but we should concentrate commercial on the ground floor (which can be accessible via ground-floor interior stairs and doorways from the skyway system as necessary).</i>  | <b><i>The change to H seems like something that is already covered, this change is unnecessary.</i></b>   |

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| 37 | Kronzer                           | 12 | a   | Action Step a. Provide high-quality energy efficient lighting fixtures <u>and</u> designs that are appropriate for <u>the entire site and the adjacent land uses</u> , and that provides safe, pedestrian friendly illumination, maximizes dark sky conditions, but <u>minimizes and eliminates</u> glare and other unnecessary light pollution. |  | <b><i>This change seems unnecessary, does not appear to be a substantive change or increase clarity.</i></b>  |
| 38 | Kronzer                           | 12 | e   | Action Step e. Provide sufficient lighting for better way-finding and safe circulation within and around <u>all sides of the</u> development.  |  | <b><i>This change seems unnecessary, does not appear to be a substantive change or increase clarity.</i></b>  |
| 39 | Kronzer                           | 12 | f   | Action Step f. Encourage additional pedestrian-scale exterior lighting in areas with high pedestrian traffic such as transit station areas <u>and Goods and Services corridors.</u>  |  |   |
| 40 | Kronzer                           | 12 | new | <b>NEW</b> Action Step: <u>Require building mounted pedestrian scale, downcast, non-glare lighting on all new developments.</u>  | Comment: This is form the Hennepin/Lake/Lyndale PO district requirements.  | <b><i>This change is unnecessary, the following action step was intended to accomplish this idea:</i></b><br><i>a. Provide high-quality energy efficient lighting fixture designs that are appropriate for adjacent land uses, and that provides safe pedestrian friendly illumination, maximizes dark sky conditions, but minimizes glare and other unnecessary light pollution</i>  |
| 41 | Kronzer                           | 12 | new | <b>NEW</b> Action Step: Educate homeowners, property managers, landlords and business owners on how to provide energy efficient, downcast, non-glare exterior lighting when retrofitting their buildings and properties.   | Comment: There is an exceeding large issue with property and business owners replacing much dimmer exterior lights with very bright LED lights. The amount a glare and wasted light is a major CPTED problem. Glare (the high contrast between light and dark at night) prevents the view into a site/property and decreases safety.   | <b><i>This may be too detailed, education opportunities will present themselves in the execution of this plan. The following action step was intended to accomplish this idea on a broader scale:</i></b><br><i>a. Provide high-quality energy efficient lighting fixture designs that are appropriate for adjacent land uses, and that provides safe pedestrian friendly illumination, maximizes dark sky conditions, but minimizes glare and other unnecessary light pollution.</i> |
| 42 | Kronzer                           | 12 | new | <b>NEW</b> Action Step: Encourage all homeowners, property managers, landlords and business owners to maintain a minimal level of lighting along public ways during all nighttime hours.   | Comment: how much safer the city would feel if every house left at least one porch light on all night long?  | <b><i>This may be too detailed, education opportunities will present themselves in the execution of this plan. The following action step was intended to accomplish this idea on a broader scale:</i></b><br><i>a. Provide high-quality energy efficient lighting fixture designs that are appropriate for adjacent land uses, and that provides safe pedestrian friendly illumination, maximizes dark sky conditions, but minimizes glare and other unnecessary light pollution.</i> |
| 43 | Magrino                           | 14 | new | <b>NEW</b> : e. Require new developments to preserve existing mature trees in the public right of way where feasible and reasonable.   |  |   |
| 44 | Rockwell                          | 16 | e   | e. <del>Explore the implementation of</del> fees and incentives that encourage the use of public transportation and zero-emissions vehicles <u>in an equitable manner.</u>   | <i>Rationale: e. Accountability that the City is meeting its own goals. h. No project is worth doing if it endangers human civilization by being inconsistent with city, state, and international carbon reduction targets. k. If the City establishes systems of carbon tracking, these can be used by the private sector. The intent of this amendment is to include carbon emissions from construction and projected GHG emissions from operations (e.g. additional cars on an expanded roadway).</i> | <b><i>10/19: Commissioner has provided edits.</i></b><br><br><b><i>Public comment expressed concerns that penalties and fees disproportionately affect certain populations of the City's residents.</i></b>   |
| 45 | Rockwell                          | 16 | h   | h. Incorporate carbon-reduction design elements into City infrastructure projects <del>where feasible and reasonable. . . .</del>  | <i>Rationale: e. Accountability that the City is meeting its own goals. h. No project is worth doing if it endangers human civilization by being inconsistent with city, state, and international carbon reduction targets. k. If the City establishes systems of carbon tracking, these can be used by the private sector. The intent of this amendment is to include carbon emissions from construction and projected GHG emissions from operations (e.g. additional cars on an expanded roadway).</i> |   |

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| 46 | Rockwell    | 16     | new    | <b>NEW:</b> <u>k. Document and publish the anticipated greenhouse gas impact of every major city infrastructure project.</u>   | <i>Rationale: e. Accountability that the City is meeting its own goals. h. No project is worth doing if it endangers human civilization by being inconsistent with city, state, and international carbon reduction targets. k. If the City establishes systems of carbon tracking, these can be used by the private sector. The intent of this amendment is to include carbon emissions from construction and projected GHG emissions from operations (e.g. additional cars on an expanded roadway).</i> |   |
| 47 | Rockwell    | 17     | g      | g. Where standards established by other units of government conflict with the City's Complete Streets Policy, seek design exceptions and variances <u>to their established standards.</u>  | <i>Rationale: clarity.</i>   |   |
| 48 | Luepke-Pier | 17     |        | NO SUGGESTION  | This policy needs to prioritize improving and increasing CONNECTIONS to isolated areas of the city....not just a strict focus on the street grid.  |   |
| 49 | Rockwell    | 18     | a      | a. Improve safety for pedestrians, especially at street intersections; focus on crosswalks, lighting, <del>and</del> visibility, and lowering vehicular speeds through street <u>design and other measures.</u>  | <a href="#">Rationale: The risk of pedestrian fatalities when hit at 40 mph is roughly five times greater than at 30 mph. Street design has significant impact on speeds.</a>  |   |
| 50 | Kronzer     | 18     | a      | Action Step a. Improve safety for pedestrians, especially at street intersections; focus on crosswalks, lighting, <u>signage,</u> and visibility.  |  |   |
| 51 | Kronzer     | 18     | d      | Action Step d. Minimize the number of vehicle curb cuts that hinder pedestrian <del>and bicycle safety</del> <u>comfort</u> ; be deliberate in the placement of drop-off zones and other curb side uses and evaluate the pedestrian benefits as a part of the decision-making process. |  | <b><i>This change is unnecessary, this is a pedestrian policy, bikes are addressed in Policy 19</i></b><br><i>e. Minimize the number of vehicle curb cuts that hinder bicyclist comfort; be deliberate in the placement of drop-off zones and other curb side uses, and evaluate the bicycling benefits as a part of the decision-making process.</i> |
| 52 | Kronzer     | 18     | h      | Action Step h. As opportunities exist, encourage and design for streetscape amenities, including street furniture, <u>street lighting,</u> trees, and landscaping, that buffer pedestrians from street traffic and parking areas.  |  |   |
| 53 | Kronzer     | 18     | k      | Action Step k. Implement new strategies to help <u>property owners</u> <del>people</del> keep public sidewalks clear of snow and ice.  |  | <b><i>..nd property managers? Keeping the language more general allows us the opportunity to develop a broader range of tools. We encourage retaining the original language which is "people"</i></b>   |
| 54 | Magrino     | 20     | d      | d. Support Metro Transit's efforts to install higher quality infrastructure (bus shelters, heating, lights) and coordinate these improvements with street improvement projects <u>and new development.</u>   |  |   |
| 55 | Rockwell    | 20     | f      | f. Partner with Metro Transit and other transit providers to provide reliable service in Minneapolis through <u>shorter transit headways</u> and transit advantages, including priority transit lanes <u>and signal priority and preemption.</u>                                       | <i>Rationale: signal priority or preemption can cut at-grade transit trip time by up to 1/3. Traffic signals are within city, not Metro Transit, jurisdiction.</i>   | <b><i>10/19: Commissioner has provided edits to this amendment proposal</i></b>   |
| 56 | Magrino     | 20     | f      | f. Partner with Metro Transit and other transit providers to provide reliable service in Minneapolis through transit advantages, including priority transit lanes <u>and transit signal priority and pre-emption.</u>  |  |   |
| 57 | Rockwell    | 22     | b      | b. Manage the supply and design of parking downtown in a manner consistent with objectives for <u>climate protection,</u> pedestrian activity, bicycling, and transit users. . . .   |  | <b><i>This change is unnecessary, this policy deals with complete street concepts Downtown.</i></b><br><br><b><i>See Policy 67 for a more city-wide approach to climate protection. "g. Develop guidance that encourages climate-sensitive design for residential and commercial buildings, parking lots, and open spaces and parks."</i></b>         |

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| 58 | Rockwell    | 22     | d          | d. Partner with property owners to seek out and seize opportunities to connect vertically into <u>and out of</u> the skyway system from and to the public realm through wayfinding and vertical circulation.   |  |   |
| 59 | Kronzer     | 22     | g          | Action Step g. Develop strong curbside management policies to take full advantage of a dynamic urban environment, including addressing the unique freight and delivery needs <u>and supporting street level retail business needs</u> Downtown.  |  | <b>Staff Suggestion for clarity:</b><br>Action Step g. Develop strong curbside management policies to take full advantage of <del>a</del> <u>the</u> dynamic <u>Downtown</u> urban environment; <u>by supporting street level retail business and</u> addressing the unique freight and delivery needs <u>of the area</u> <del>Downtown</del> . |
| 60 | Rockwell    | 23     | Intro Text | N. Amendments to Policy 23 intro text: Despite this overall success, some areas of the city are not sharing in the positive effects of reinvestment, perpetuating our economic and housing disparities by race. <u>In addition, some areas of the city are growing dramatically and are not experiencing commensurate infrastructure or service investments. . . .</u> and implementing synergistic land use <u>and transportation</u> strategies. | Rationale: We need to make sure that growing neighborhood densification is matched by bike, walk, transit, and other investments to ensure that new density is consistent with the full complement of policies in this plan. | <b>10/19: Commissioner provided edits to this amendment .</b>   |
| 61 | Luepke-Pier | 23     |            | NO SUGGESTION  | Clarification on this policy – it reads like it could result in a more detailed planning process for more highly impacted areas of the city. Is this the case? What does the implementation of this policy look like?        |   |
| 62 | Rockwell    | 24     | f          | <del>f. Require private transportation network company operators to share data that supports the City's ongoing transportation planning work with a focus on equity and access for all <u>and minimizing greenhouse gas emissions.</u></del>   | <del>Rationale: There is a risk that the tech and the shared mobility economy actually <u>increases</u> GHG emissions without proper controls or attention.</del>  | <b>Commissioner has decided to withdraw proposed amendment.</b><br><br><del><b>This action step is specifically about equitable access. I think it's awkward to add this clause here. Should be an entirely new action step and maybe belongs in Policy 67 – Climate Resilient Communities.</b></del>   |
| 63 | Rockwell    | 24     | new        | <b>NEW:</b> Require private transportation network company operators to share data that supports the City's ongoing transportation planning work with a focus on minimizing greenhouse gas emissions.  | Rationale: There is a risk that the tech and the shared mobility economy actually increases GHG emissions without proper controls or attention.  | <b>10/19: Commissioner has provided a new amendment proposal. Staff has not had opportunity to review this proposal.</b>  |
| 64 | Kronzer     | 25     | e          | Action Step e. Develop and evolve parking policy for first a partial automated future and then a fully automated future.   | Comment: automation is not going to happen all at once and the city will need to create policy to address a partial situation.   |   |
| 65 | Rockwell    | 25     | g          | g. Work with purveyors of new transportation and infrastructure technology to ensure timely, <del>and</del> <u>equitable, and climate sensitive</u> deployment.  | Rationale : See N.(Rationale: There is a risk that the tech and the shared mobility economy actually increases GHG emissions without proper controls or attention. )   |   |
| 66 | Kronzer     | 29     | a          | Action Step a. Explore strategies <u>and funding options</u> to retain buildings that offer artists and creative workers access to flexible and affordable spaces, spaces that serve unique production needs, and proximity that allows for interaction and learning from one another.   | Comment: Both of these issues need funding options as part of the solution, the city should be clear and direct about that.  | <b>This change is unnecessary, exploring "strategies" was intended to encompass all potential options.</b>  |
| 67 | Kronzer     | 29     | e          | Action Step e. Explore strategies <u>and funding options</u> to prevent displacement and preserve the affordability of artist and creative studios, work spaces, live spaces, venues and districts, such as coop models, subsidies, long-term leases, and an Advanced Notice of sale policy.   | Comment: Both of these issues need funding options as part of the solution, the city should be clear and direct about that.  | <b>This change is unnecessary, exploring "strategies" was intended to encompass all potential options.</b>  |
| 68 | Kronzer     | 31     | a          | Action Step a. Make City programs for new and small businesses available to artists, <u>arts organizations</u> , and creative entrepreneurs, particularly emerging artists, artists of color and indigenous artists, and women.  | Comment: Artists, as well as arts organizations, should be included in this policy as they provide a different type of support to the arts community than an individual artist does. Think Juxta or The Soap Factory.        | <b>This change is unnecessary, this policy deals with artists and creative workers -- the people.</b><br><br><b>See Policies 29 &amp; 30 for support of cultural and arts organizations.</b>  |

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| 1  | <b>Commissio Policy Action Amendment</b> |    |     | <b>Commissioner Note</b>   |  | <b>Staff Notes</b>   |
| 69 | Rockwell                                 | 33 | new | <b>NEW:</b> e. <u>Explore creating a local definition of affordability that includes analyses of affordable living features including location efficiencies and green building features that reduce monthly utility bills.</u>   | <i>Rationale: Housing costs—if we are only talking about rent—only tell a partial story of whether where someone lives is affordable. We should start to shift our analysis from an ‘affordable housing’ analysis to an ‘affordable living’ analysis.</i>  | <b>10/19: Commissioner has made edits to amendment proposal.</b><br><br><b>Affordable Housing is a Federal Definition. Maybe these ideas and values be incorporated in a different way?</b><br><br><b>To achieve the desired outcome redefining Affordable Housing may not be the most direct path, Staff suggests focusing on the highlighted concepts of encouraging housing to be built so that it is affordable to live in - in terms of location/transportation options, and in terms of climate control/energy efficiency.</b> |
| 70 | Kronzer                                  | 33 | new | <b>NEW</b> Action Step: Ensure an equitable spacing across the city of affordable housing, supportive housing, shelters and government placed residents.   | Comment: I didn’t see anywhere a discussion on an equitable distribution of all types of housing.  |  |
| 71 | Luepke-Pier                              | 33 |     | NO SUGGESTION  | I would like to see action steps that actively DISCOURAGE further concentrations of poverty within our city. More housing in the absence of thought as to where it is placed in our community could further increase disparities, which undermines key goals of the comp plan.   |  |
| 72 | Magrino                                  | 35 | b   | b. Review existing policies, programs, and regulations to identify and remove barriers to innovative, energy efficient, and creative housing options, such as multi-generational housing that supports large family structures <u>and single room occupancy units.</u> |  |  |
| 73 | Luepke-Pier                              | 36 |     | NO SUGGESTION  | Policy emphasis needs to be on housing being affordable to LIVE IN, not affordable to construct. One furthers our livable city goals, the other actually works against them.   |  |
| 74 | Luepke-Pier                              | 37 |     | NO SUGGESTION  | Existing:<br>In some areas of Minneapolis the market is not producing new housing units on its own, especially areas with high poverty rates. City intervention may be needed in these areas to support mixed-income housing, including both market rate and affordable housing, at all levels of affordability.<br>Comments:<br>City intervention may ALSO be needed OUTSIDE of these areas to support mixed income housing, etc.....   |  |
| 75 |  | 44 | new | <b>NEW</b> g. <u>Ensure that every part of the city shares in both the opportunities and burdens of urban economic, environmental, and social life.</u>  | Rationale: Environmental justice is an important goal, but equitable investments extend beyond environmental issues.   | <b>New amendment submitted by Commissioner. Staff did not have time to review or comment.</b>  |
| 76 | Rockwell                                 | 46 | g   | <i>Amendment to Policy 46 : g. Encourage, and require when possible, use of environmentally responsible building materials and construction practices.</i>   | <i>Rationale : We can, and should, set aggressive standards in favor of long-term health and sustainability.</i>   |  |
| 77 | Rockwell                                 | 51 | i   | <i>Amendment to Policy 51 : i. Explore implementation of a citywide, free, high quality, full day pre-K for 3 and 4 year olds.</i>   | <i>Rationale: The City has already engaged in a preliminary study, so implementation is the next step. Washington DC established universal 3- and 4-year-old pre-K ten years ago and recent studies show that 90 percent of DC’s 4 year olds and 70 percent of DC’s 3 year olds attend public preschool, and relevant female participation in the workforce jumped from 65% to 76.4%. Childcare costs \$10-13K per year in MN. Early childhood education has an incredible societal ROI.</i> |  |



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| 1  | Commissio Policy Action Amendment |    |   | Commissioner Note  |   | Staff Notes   |
| 78 | Luepke-Pier                       | 53 |   | NO SUGGESTION - "Existing wording: d. Explore the creation of a program honoring businesses, companies, institutions and organizations that make important quality-of-life and job contributions to Minneapolis."  | Action Step d. – What does that even mean???  |   |
| 79 | Rockwell                          | 55 | h | Amendment to Policy 55 : h. Align City policies and resources toward attracting and retaining businesses with low negative community impacts <u>and high positive community impacts</u> that provide a high density of quality jobs or otherwise significantly enhance the vibrancy of the regional economy. | Rationale : Let's not aim for mediocre—let's shoot for an exceptional economy.  |   |
| 80 | Rockwell                          | 59 | k | <del>NEW: Amendment to Policy 59 : k. Encourage ground floor street facing placement of commercial spaces to strengthen and grow street level pedestrian activity.</del>   | <del>Rationale: Downtown needs significant investment in ground floor activity to bring life to the streets of our region's center—both from a compete-with-peers perspective and from a make-the-Nicollet-Mall-investment-worthwhile perspective.</del>  | <b>Commissioner has decided to withdraw this amendment proposal.</b><br><br><del>This change is unnecessary, the idea is covered in the Goods and Services Corridor description and the following action step was intended to accomplish this:</del><br><b>Policy 6:</b><br>a. Orient buildings and building entrances to the street. Encourage multiple entrances to multi-family residential buildings. The number of entrances in non-residential uses should increase in proportion to the length of the building and be located along main corridors or at the street corner.<br>—<br>b. Encourage multiple storefront bays with direct connections to the sidewalk where active or commercial ground floor uses are required. |
| 81 | Kronzer                           | 61 |   | NO SUGGESTION. Comment on action Step: d. Ensure that investment in environmental justice areas is done strategically and intentionally, with an eye toward avoiding gentrification and displacement of existing businesses and residents.   | Comment: The term gentrification does not help specify what this policy is trying to achieve as it is a term that has different meanings to different people. The phrase "displacement of existing businesses and residents" in what is needed and can stand alone in the policy statement.   |   |
| 82 | Rockwell                          | 66 | a | Amendment to Policy 66 : a. Reduce vehicle-related emissions through transportation and land use policies, <u>and changes to the built environment</u> , that result in fewer vehicle miles traveled.  | Rationale: It's going to take more than policies to reduce city-wide VMT by 37%.  | <b>This change seems unnecessary, does not appear to be a substantive change or increase clarity.</b>   |
| 83 | Rockwell                          | 68 | a | Amendments to Policy 68 : a. Pursue a deep-carbon building retrofit program, including a fuel-switching component that eliminates fossil fuel dependency from all existing buildings <u>and retrofits that eliminate dependency on fossil fuel appliances.</u> . . .   | Rationale: switching from natural gas dryers, ranges, etc. will require 240 volt outlets, which in many cases will require retrofits. Additionally, we need to start building GHG independent buildings and stocking buildings with GHG free appliances consistent with our <u>end</u> 2050 goal as these buildings and appliances will largely be in operation in 2050. We have no time to waste in this transition—it is better for our future to forego a development than to allow a GHG inefficient development. |   |
| 84 | Rockwell                          | 68 | d | d. <del>Encourage</del> <u>Require</u> sustainable design practices and principles for projects supported with City financing, with a focus on robust energy efficiency; <u>fossil fuel free energy, heating, and cooling sources</u> ; and building envelope. . . .   | Rationale: switching from natural gas dryers, ranges, etc. will require 240 volt outlets, which in many cases will require retrofits. Additionally, we need to start building GHG independent buildings and stocking buildings with GHG free appliances consistent with our <u>end</u> 2050 goal as these buildings and appliances will largely be in operation in 2050. We have no time to waste in this transition—it is better for our future to forego a development than to allow a GHG inefficient development. |   |

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| 1  | <b>Commissio Policy Action Amendment</b> |    |     |  | <b>Commissioner Note</b>  | <b>Staff Notes</b>  |
| 85 | Coleman                                  | 68 | d   | d. Require <del>Encourage</del> sustainable design practices and principles for projects supported with City financing, with a focus on robust energy efficiency and building envelope.  | WORDING CHANGE FOR ACTION STEP d.<br>There is no reason the City should merely “encourage” sustainable design practices for projects supported with City financing. If the City is investing in a project, the City should “require” sustainable design practices. If a project does not incorporate sustainable design, then why is the City investing in it?<br>We should use our discretion and put those funds into projects that meet our energy efficiency and Climate Action Plan goals.<br>d. Require Encourage sustainable design practices and principles for projects supported with City financing, with a focus on robust energy efficiency and building envelope. |   |
| 86 | Rockwell                                 | 68 | e   | e. Identify <u>and implement</u> ways to encourage, <del>and</del> incentivize, <u>or require</u> sustainable design practices and principles for privately-funded projects. .   | <i>Rationale: switching from natural gas dryers, ranges, etc. will require 240 volt outlets, which in many cases will require retrofits. Additionally, we need to start building GHG independent buildings and stocking buildings with GHG free appliances consistent with our <u>end</u> 2050 goal as these buildings and appliances will largely be in operation in 2050. We have no time to waste in this transition—it is better for our future to forego a development than to allow a GHG inefficient development.</i>  | <b>10/19: Commisioner has edited comments.</b>  |
| 87 | Rockwell                                 | 68 | new | <b>NEW:</b> h. <u>Update the Minneapolis Climate Action Plan to provide a roadmap, with clear benchmarks, for reducing greenhouse gas emissions to zero by 2050, consistent with the October 2018 Intergovernmental Panel on Climate Change Global Warming of 1.5° C report recommendations.</u> | <i>Rationale: switching from natural gas dryers, ranges, etc. will require 240 volt outlets, which in many cases will require retrofits. Additionally, we need to start building GHG independent buildings and stocking buildings with GHG free appliances consistent with our <u>end</u> 2050 goal as these buildings and appliances will largely be in operation in 2050. We have no time to waste in this transition—it is better for our future to forego a development than to allow a GHG inefficient development.</i>  | <b>10/19: Commisioner has edited comments.</b>  |
| 88 | Rockwell                                 | 68 | new | <b>NEW:</b> i. <u>Create and implement site plan review requirements to show how development applications align with the Minneapolis Climate Action Plan.</u>  | <i>Rationale: switching from natural gas dryers, ranges, etc. will require 240 volt outlets, which in many cases will require retrofits. Additionally, we need to start building GHG independent buildings and stocking buildings with GHG free appliances consistent with our <u>end</u> 2050 goal as these buildings and appliances will largely be in operation in 2050. We have no time to waste in this transition—it is better for our future to forego a development than to allow a GHG inefficient development.</i>  | <b>This change seems unnecessary, this new action is more of an administrative process not a Comprehensive Plan Action.</b> |

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| 1  | Commissio | Policy | Action | Amendment   | Commissioner Note   | Staff Notes  |
| 89 | Coleman   | 68     | new    | <b>NEW:</b> Additional action: Review land use applications to evaluate building energy performance against Minneapolis Climate Action Plan goals and document the evaluation in staff reports.           | <p>POLICY 68 (page 197 of PDF) “Energy Efficient and Sustainable Buildings: Achieve steep increases in energy efficiency of buildings through retrofits, design of new buildings, and decarbonization options while promoting sustainable building practices for new and existing construction.”</p> <p>PROPOSED ADDITIONAL ACTION STEP: If we want to achieve the ambitious goal of achieving “steep increases in energy efficiency of buildings,” the City’s Climate Action Plans goals must be integrated into the development review process. We must gauge progress toward the goal building by building. To integrate the goal into the development review process and gauge progress building by building, I propose adding the action step in bold text below. The action step is designed to: assist in documenting progress toward the goal; to educate city officials, staff, applicants, and the public on energy performance of proposed developments; and to ensure Climate Action Plan expectations are discussed with applicants. Having these conversations will show the City’s commitment to achieving “steep increases in energy efficiency of buildings” and accelerate the adoption of energy efficiency and sustainable building practices. The action step is written with relative specificity in order to be clear about who needs to do what to produce the information we need. Review land use applications to evaluate building energy performance against Minneapolis Climate Action Plan goals and document the evaluation in staff reports. The additional action step not only directly supports the policy, but also works in partnership with action steps d. and e. d. Encourage sustainable design practices and principles for projects supported with City financing, with a focus on robust energy efficiency and building envelope. e. Identify ways to encourage and</p> | <b><i>This change seems unnecessary, this new action is more of an administrative process not a Comprehensive Plan Action.</i></b>             |
| 90 | Rockwell  | 69     | new    | <b>NEW:</b> <u>i. Support and incentivize use of waste energy and heat in building, district, or municipal systems.</u>   | <i>Rationale: The city of Glasgow (pop. 600K) estimates it can provide all of the city’s heating and cooling needs for four months per year solely with waste heat from the sewers. We need to be using waste energy to a maximum degree—it should reduce GHGs <u>and</u> costs for our city.</i>   |  |
| 91 | Kronzer   | 73     | new    | <b>NEW</b> Action Step: Assist residents in improving street boulevard grading and run-off collection by allowing city crews to collecting excessive soil from homeowner’s boulevard renovation projects. | Comment: Runoff from sidewalks could flow right into the boulevard if the soils weren’t significantly higher than the sidewalk surface. Homeowners would and do improve this condition by removing soil and re-grading the boulevard. This process creates yards of soil a homeowner can not dispose of with renting a dumpster and hiring a contractor to remove the soil. City should help here.  | <b><i>This change seems unnecessary, the new action is more of an administrative process not a Comprehensive Plan Action.</i></b>              |
| 92 | Rockwell  | 75     | e      | e. Provide incentives for residents and businesses to divert materials from the trash <u>and explore penalties for residents and businesses that put recyclable materials in the trash.</u> . . .         | <i>Rationale: we should aim to be a lead in the fight against unnecessary disposable plastics. Plastics are wreaking havoc on our oceans, on our food chains, and are largely unnecessary in the packaging industry.</i>  | <b><i>Public comment expressed concerns that penalties and fees disproportionately affect certain populations of the City’s residents.</i></b> |
| 93 | Rockwell  | 75     | p      | <b>NEW:</b> <u>p. Explore ways to disincentivize or prohibit disposable packaging and containers.</u>   | <i>Rationale: we should aim to be a lead in the fight against unnecessary disposable plastics. Plastics are wreaking havoc on our oceans, on our food chains, and are largely unnecessary in the packaging industry.</i>  |  |

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| 1   | Commissio   | Policy | Action     | Amendment  | Commissioner Note  | Staff Notes   |
| 94  | Kronzer     | 77     | b          | Action Step b. Consider physical barriers to park access, such as busy streets, lack of public transit options, and unsafe pedestrian crossings, when conducting citywide transportation planning <u>and mitigate with traffic control devices, curb bump-outs, street light, painted crosswalks, signage, additional sidewalks/trails and the like.</u>   |  | <b>Should it read "consider and address..." so the language doesn't become too specific, potentially limiting mitigation options?</b><br><br><b>Action Step b.</b> Consider <u>and address</u> physical barriers to park access, such as busy streets, lack of public transit options, and unsafe pedestrian crossings, when conducting citywide transportation planning. |
| 95  | Luepke-Pier | 77     |            | NO SUGGESTION  | Action Step b. – does this include incentivizing the construction of pedestrian pathways when transportation goals will result in an entire area of the city being fenced off from (literally) our parks? What is the purview of the action steps? Is it related to public infrastructure improvements, as well?   |   |
| 96  | Kronzer     | 80     | h          | Action Step h. Focus active uses on the ground floor of buildings along main pedestrian routes leading to <u>and facing</u> METRO stations.  |  |   |
| 97  | Kronzer     | 80     | new        | <b>NEW</b> Action Step: <u>Allow space for connecting bus routes, bike-share and other first/last mile infrastructure near METRO station in the city rights-of-way, coordinating with development whenever possible.</u>   |  |   |
| 98  | Magrino     | 82     | Intro Text | Intro Paragraph 3 – The city’s aging residents also need walkable neighborhoods and multimodal transportation options that meet their needs. It's not enough to simply provide options; these modes of transportation must also be accessible, maintained and free of snow and ice in the winter. <u>Providing safe and accessible active transportation options have been shown to increase overall health and wellness outcomes for aging populations and will help older Minneapolitans age in their communities as automobile ownership becomes more difficult for some.</u> |  | <b>This change seems unnecessary, does not appear to be a substantive change or increase clarity.</b>   |
| 99  | Luepke-Pier | 83     |            | NO SUGGESTION  | Can the city craft action steps that REQUIRE funding to allow departments to meet said goals by 2040 if strictly outlined and clearly achievable processes to achieve that goal have been established? I am thinking of the testimony provided at a CLIC meeting where it was pointed out that replacing corner sidewalk cuts to be ADA compliant was funded at a rate of something like 87 years?!? |   |
| 100 | Rockwell    | 89     | e          | e. Prioritize data and technology security as a value and business practice for all City operations <u>and ensure that citizen privacy is respected and maintained.</u>  | <i>Rationale : The Sidewalk Labs project in Toronto provides a good example of how big data can be used to increase city efficiency but at the same time create a Big Brother atmosphere. We can take the lead on using big data responsibly.</i>  |   |
| 101 | Rockwell    | 93     |            | <b>NEW:</b> <u>m. Explore strategies to recognize and steward historic resources while encouraging continued evolution of the City fabric.</u>   | <i>Rationale: Sometimes it feels like historic preservation is a zero sum game. It would be great to see more total buildings preserved with greater flexibility in how those buildings, or parts or buildings, can be incorporated into redevelopment or infill.</i>  |   |

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| 1   | Commissio   | Policy                        | Action     | Amendment  | Commissioner Note  | Staff Notes  |
| 102 | Kronzer     | 94                            | c          | Action Step c. Identify the character defining features and paramount views of resources as part of the design guideline process. <u>Encourage new developments to respond to the historic context or structures, by, in part, preserving view sheds from public sites and lands to the historic resource.</u>   | Comment: The Minneapolis Central library was designed with a view shed of the city hall clock tower. When Opus designed their housing tower across the street they were asked to rotate their building slightly to preserve a minimal view shed from the library to the clock tower, they chose not to. Planning commission had no policy to enforce that request. These special little moments are what make cities great, not just square blocks with a bunch of buildings built to the right-of-way line.   | <b>HPC recently discussed the possibility of conducting a study that could identify views in need of consideration. Could this addition be an outcome of that kind of additional planning?</b> |
| 103 | Rockwell    | Goal 10 text                  |            | Climate change is a defining challenge of this decade and even this century. <del>The overwhelming scientific consensus holds that</del> Increasing concentrations of greenhouse gases in our atmosphere are destabilizing the earth's climate and that human activity is the primary driver of these emissions.   | <u>Rationale: We do not qualify other facts or scientific theories based on overwhelming scientific consensus in this plan (see first sentence of Goal 6, e.g.). The framing of this issue impacts citizens' perception of how urgently we should act. It is wholly precedented to describe climate change in fact-based language (see e.g. Climate Change at <a href="http://www.un.org/en/sections/issues-depth/climate-change/">http://www.un.org/en/sections/issues-depth/climate-change/</a>).</u>  |  |
| 104 | Magrino     | Housing Topic Preamble        |            | Add new second (or elsewhere) paragraph: Our metropolitan area is growing, and housing that isn't built in Minneapolis is ultimately built elsewhere. The mismatch between housing supply and demand in Minneapolis not only contributes to displacing low-income Minneapolis residents, but also leads to that demand being met in communities outside of Minneapolis. With its existing built form and infrastructure, Minneapolis is uniquely positioned to provide new housing options with the lowest possible environmental impact in the metropolitan area. |  | <b>This content can be found in Policy 1, this amendment appears to be unnecessary.</b>  |
| 104 | Luepke-Pier | Implementation and Processing | Production | NO SUGGESTION  | Existing:<br>Industrial districts: The industrial districts are established to provide locations for industrial land uses engaged in production, processing, assembly, manufacturing, packaging, wholesaling, warehousing or distribution of goods and materials. Regulations for the industrial districts are established to promote industrial development and to maintain and improve compatibility with surrounding areas. In addition to industrial uses, limited commercial uses, parking facilities, institutional and public uses and public services and utilities are allowed. Industrial zoning districts are I1, I2, and I3. While some commercial uses are allowed, residential uses generally are not (without an overlay district).<br><br><b>This needs to be modified to address earlier Industrial Land Use policy changes outlined earlier.</b> | <b>Topic for discussion.</b>   |
| 105 | Rockwell    | Land Use and Buil             | Interior 2 | C. Amendment to Land Use and Built Form topic: Interior 2: Building heights should be 1 to 2.5 stories <u>or an equivalent height.</u>   | Rationale: 2.5 story flat roofed buildings are significantly more expensive to build than three story buildings. This change can be codified to allow three story buildings if the ceiling heights are low, which addresses the same density and height concerns as the original wording.  |  |
| 106 |             |                               |            |  |  |  |

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| 1   | Commissio   | Policy                                     | Action                      | Amendment   | Commissioner Note  | Staff Notes   |
| 107 | Rockwell    | Land Use and Built Form topic:             | Produ ction and Proce sing  | Production and Processing areas are suitable for a wide range of employment-focused development. These areas are designated with the intent of protecting them from encroaching non-industrial uses that could erode the diverse job base that these uses provide. <del>Residential uses are strictly prohibited.</del>   | <i>Rationale: We can achieve the same goals by requiring Production and Processing uses rather than restricting residential uses—and we might get the market to subsidize some Production and Processing facilities. This Amendment Proposal should be considered with amendments D. and E.</i>  | <b>Topic for discussion.</b>  |
| 108 | Rockwell    | Land Use and Built Form topic: Interi or 2 | Interio r 2                 | Building heights should be 1 to 2.5 stories <u>or an equivalent height.</u>   | <i>Rationale: 2.5 story flat roofed buildings are significantly more expensive to build than three story buildings. This change can be codified to allow three story buildings if the ceiling heights are low, which addresses the same density and height concerns as the original wording.</i> | <b>There has been significant engagement with the public on this issue and a specific understanding that has been reached.</b><br><br><b>Changing this at this time blurs the lines between Interior 2 and 3.</b> |
| 109 | Luepke-Pier | Produ ction and Proce ssing                | Produ ction and Proce ssing | <b>Existing:</b> Production and Processing : Production and Processing areas are suitable for a wide range of employment-focused development. These areas are designated with the intent of protecting them from encroaching non-industrial uses that could erode the diverse job base that these uses provide. Residential uses are strictly prohibited.<br><br><b>Proposed:</b> Strike last sentence above. Replace with: “Residential and other uses are permitted ONLY if required minimum of dedicated production and processing space has been provided |  | <b>Topic for discussion.</b>  |
| 110 | Luepke-Pier | West Broadway Alive Plan                   |                             | NO SUGGESTION   | How were the 2 blocks of historic street fronts that were to be preserved along West Broadway accounted for?   |   |